

THE INTERNATIONAL **Teamster**

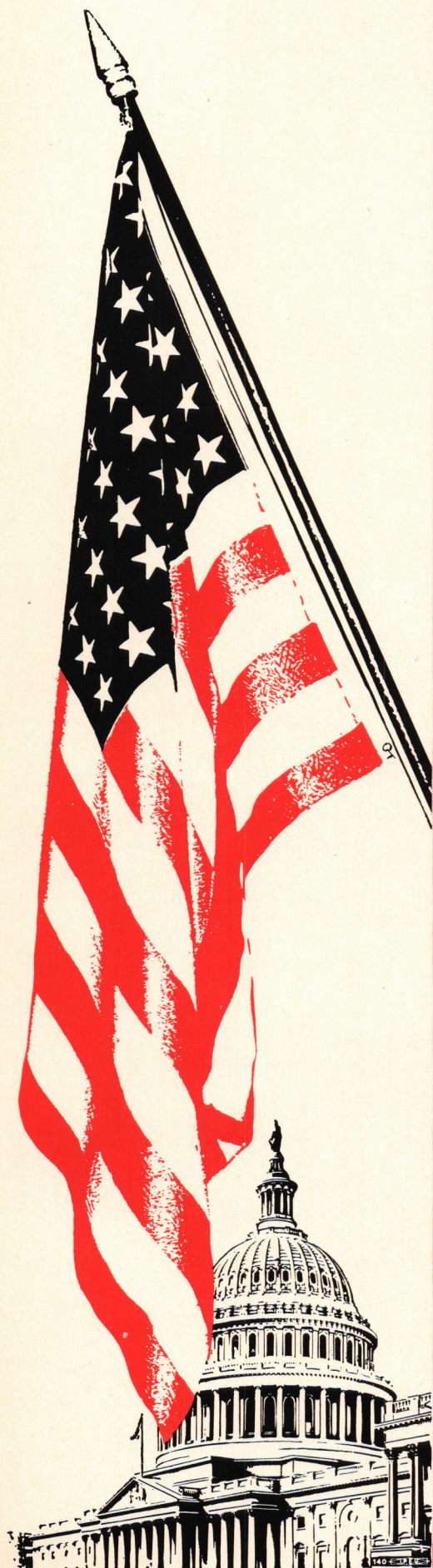
JULY 1953



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REHEARSAL FOR DISASTER

... Teamsters and Defense



PATRIOTISM

is not a hand waving a flag. It is not flowery speeches, or chest-thumping. It is not a swaggering, aloof people looking down on the less fortunate.

Patriotism is an humble, inner feeling of kinship for all that is our land and our people, a pride in the good and a hopeful tolerance for the bad. It is a willingness to sacrifice that we may preserve what the earlier patriots gave us; it is the courage to lead others when the world is dark.

Only real patriots see the flag. Others merely see a brightly-colored piece of cloth. Only patriots can speak with understanding of freedom; others recite empty words. Only patriots can walk with respect among the world's unfortunate; others are scorned and ignored.

Patriotism is a way of living, and it was never more precious than in this month of 1953, the 177th anniversary of our Declaration of Independence.

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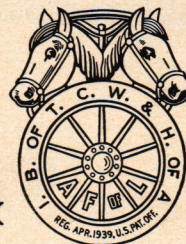
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THE INTERNATIONAL Teamster



DAVE BECK

Editor

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LETTER

from General President
DAVE BECK



ICC INSPECTION

WHEN I assumed office as general president I promised the membership that I would see that matters pertaining to the welfare not only of the Teamsters but of the trucking industry in general would receive attention. During the past few months I have been working with industry leaders on problems affecting the welfare and advancement of the industry. I have always been convinced that there is a strong community of interest between truck drivers and truck operators.

That belief does not interfere in any way whatsoever with my advocating a determined, consistent, progressive activity on behalf of our members in every single trade division of the International Union. I feel that we must never lose sight of the place of sound labor-management relations in the trucking industry and in every other industry employing our members.

One of the most urgent problems which has been occupying our attention in recent weeks has concerned the Interstate Commerce Commission. I am of the definite opinion that the trucking industry should have someone on the commission who understands trucking problems. I am also of the opinion that the trucking industry is so important a segment of our modern economy that it deserves far better consideration and service than it has been receiving at the hands of the Interstate Commerce Commission.

In our reorganized offices in Washington, D. C., we hope to be able to do considerable research of an economic, statistical and legislative nature. We have directed some attention recently to the general set-up of the Interstate Commerce Commission's inspection and safety service.

Our study shows that the I.C.C. has only 18 inspectors now at work. These men perform what we know as "terminal inspection" and the reports

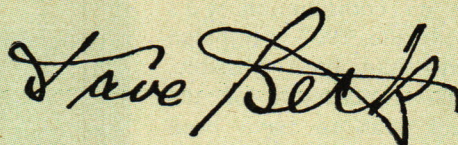
of these inspectors in turn go to I.C.C. district supervisors. Six months after the "terminal inspection" report is received, the district supervisor stages a "deficiency survey check." Sometimes the I.C.C. has transportation specialists assigned who double as inspectors. But giving the Commission the benefit of the most liberal interpretation, the inescapable fact is that there is a pitifully small inspection service to cover the entire United States. Think of it, only 18 inspectors for the entire country!

Many of our people in the field are familiar with this thinly distributed inspection service and realize what it means in terms of proper enforcement of safety rules and hours of work regulations. It is simply a physical impossibility for a small number of inspectors to do the job which needs doing in the motor transport field.

I am not blaming individual inspectors or the field force. The I.C.C. itself has asked for 100 safety inspectors in the firm belief that this number would be adequate. I would hesitate to say that the I.C.C. is wrong on this point, but it appears to me that the Commission is erring on the side of asking too little rather than too much. Under the bill which is under consideration as this issue is being prepared for press the I.C.C. would get 46 inspectors—less than half of the number declared as adequate.

This one aspect of the I.C.C. alone—the thin inspection service—is proof that serious attention is needed in regulation of the motor truck industry. The joint committee composed of management and labor representatives has asked the President to name a trucking commission, apart from the I.C.C., but it appears that this request will receive no consideration in this session of Congress. We have also requested representation on the Commission of personnel who know the trucking business; so far without results. It seems to us that the inspection problem alone is strong argument for more attention to trucking aspects of interstate transportation. Let us hope for early action of a positive sort.

Faternally,

A handwritten signature in dark ink, appearing to read "Dave Beck". The signature is stylized with a large, sweeping "D" and a cursive "Beck".

General President.

Success of Truck Check Hailed

*President Beck Says Preliminary
Reports Indicate Best Coverage Ever;
Cards Give Data on ICC Inspections*

A GREAT success" is the way General President Dave Beck described the 1953 National Truck Check following receipt of field reports after the conclusion of the annual campaign. The annual check began at midnight June 14 and extended until midnight June 19. As this issue of THE INTERNATIONAL TEAMSTER was prepared for press only preliminary reports had been received at the International Office.

"Our preliminary reports indicate that the 1953 checking campaign has been an outstanding success," the General President reported after conference with officials responsible for coordinating the annual campaign.

New items were added to the checking program and a stronger measure of coordination was achieved with the 1953 campaign than hitherto had been possible. The national coordinator of the Truck Check was to have been Thomas E. Flynn, appointed a few weeks ago as national director of the Over-the-Road Trade Division. Unfortunately Mr. Flynn could not direct the effort due to injuries received in an automobile accident en

route to the Central States Conference of Teamsters organization meeting in Chicago April 26. Mr. Flynn had recovered sufficiently, however, to act as consultant on the national campaign and spent time in planning the steps to be taken to assure the success of the checking work.

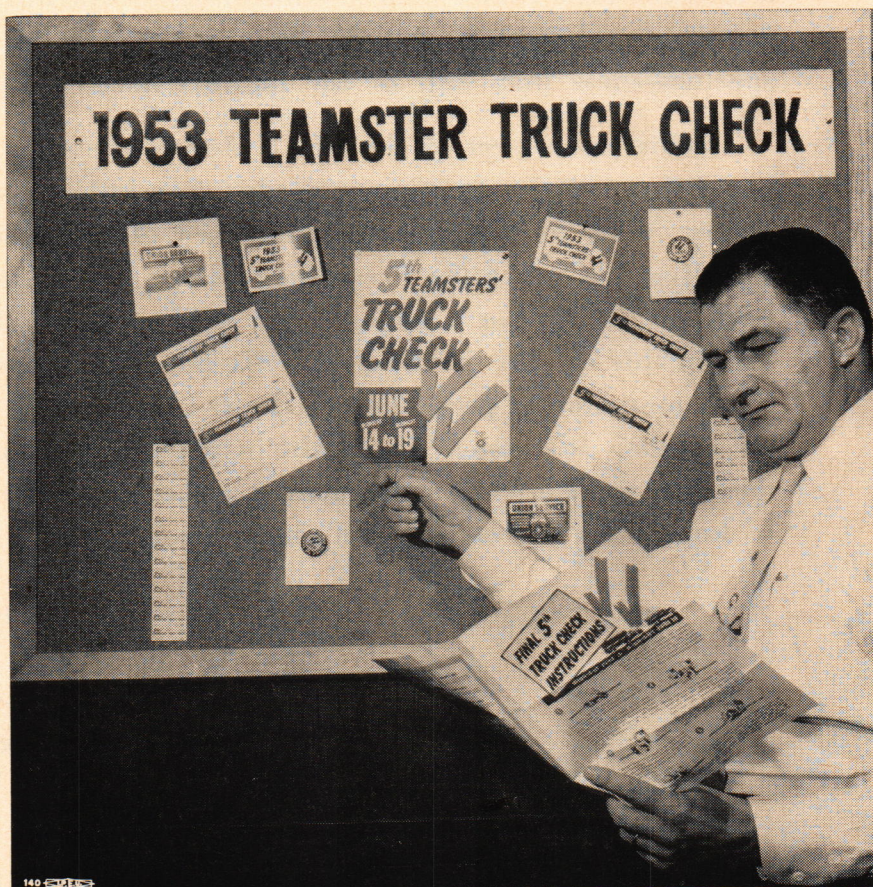
General President Beck named H. L. ("Dutch") Woxberg, Local 224, Los Angeles, Calif., as national coordinator. Mr. Woxberg has been active in over-the-road and long-line hauling activities for several years and is fully familiar with the problems of over-the-road transpor-

tation. He came to the International office in late May and remained there throughout the checking period. He was in constant communication with field personnel, particularly officers of joint councils and key local unions who played major roles in making the 1953 truck check the success which all agreed it was this year.

During the pre-checking period, the coordinator and others associated with him in planning and supervising the work developed a few new items for the 1953 check. Of major importance was the information provided on Interstate Commerce Commission inspection service by the field checkers. President Beck instructed the checking coordinator and staff to obtain from the field information on the adequacy—or inadequacy—of I.C.C. truck inspection.

Without adding further to the checker's report card, Mr. Beck sent out a communication to all local

(Continued on page 30)



BRIEFING checking teams was an important duty of local union officials during the National Truck Check June 14-19. Richard C. Bell of Local 639, Washington, D. C., points to checking kit items in explaining campaign.

Many Bakery, Laundry and Other City Delivery Trucks Are Being Converted to Stand-by Ambulances; a Specially-Designed Rescue Truck With 99 Items of Equipment Is In Operation, and Hundreds of Citizens Are Being Trained to Save Lives In Case of Atomic Attack. It's All Part of a Full-Scale

Rehearsal for Disaster

SEARCHLIGHTS roamed the charred rubble of a brick theater and probed the dusty hulk of timber and mortar which had been a next door delicatessen. The spot of light paused briefly on a gleaming white stove and moved on.

Eight helmeted figures jumped from the big white truck carrying the searchlights. Doors swung open from either side of the truck, and the figures pulled out crowbars, a portable jack, plumbing and carpentry tools, axes, sledgehammers, and a maze of other equipment. Ladders were hauled down quickly from the top of the truck, and stretchers were handed down from the rear door.

Crisp, shouted commands rose above the sound of the portable generator nestled in a compartment in the side of the truck. The rescue squad, wearing big plastic gloves, approached the demolished building and went quickly to work with picks and other tools.

GROTESQUE SHELL

The searchlight made an arc and settled across the street on the grotesque brick and concrete shell of what was left of an "apartment house."

A corner street sign was caught in the light's movement. It identified the intersection of Disaster St. and Survival Ave.

This was a full-scale rehearsal for disaster, "graduation exercises" for a half hundred citizens from throughout the nation who had come to the Civil Defense Staff Training College at Olney, Md., to learn the latest techniques in heavy rescue work.



THIS IS intersection of Disaster St. and Survival Ave. Wrecked city for heavy rescue training was built especially for Civil Defense at cost of \$250,000.

Scene of the exercises was a wrecked "city" of half a dozen buildings. Each of the structures was erected in a state of devastation, described by AFL building tradesmen who worked on it as one of their most difficult jobs. Special care had to be taken in building the broken-down structures to insure against possibility of collapse during use of practicing rescue squads.

Cost of building the wrecked city was around \$250,000. It is located on a hillside, along "Survival Avenue" and "Disaster Street," only a few hundred yards from the administration and dormitory buildings of the Olney college.

UNIQUE CENTER

This unique training center, located on a gently rolling 200-acre tract which until recently was an exclusive school for boys, is the finest of its type known to the Free World. England has a similar installation, but it does not have the extensive facilities of the Olney college.

Study at the Civil Defense school

is divided into two categories: Administration and Heavy Rescue. The "students" in both phases of civil defense study come from throughout the nation and follow a rigorous two-week curriculum which places heavy emphasis on "practice" with actual equipment and under simulated disaster conditions.

TRAIN INSTRUCTORS

States and municipalities choose students and send them to the Olney college. Administrators are schooled in communications and organization for directing disaster relief operations. Students in heavy rescue generally are drawn from the ranks of state and local police, fire fighters and others with basic knowledge of rescue work. The school turns out about 50 graduates in heavy rescue every two weeks. They return home as instructors, train others, who train still more. In this chain reaction fashion, Civil Defense authorities hope to develop a giant army of volunteers trained to dull the devastating effect of possible atomic attack.



GENERAL VIEW of specially-designed heavy rescue truck, showing 99 items of equipment. Equipped truck costs about \$8,500. Authorities say populated areas should have one truck for every 10,000 persons.

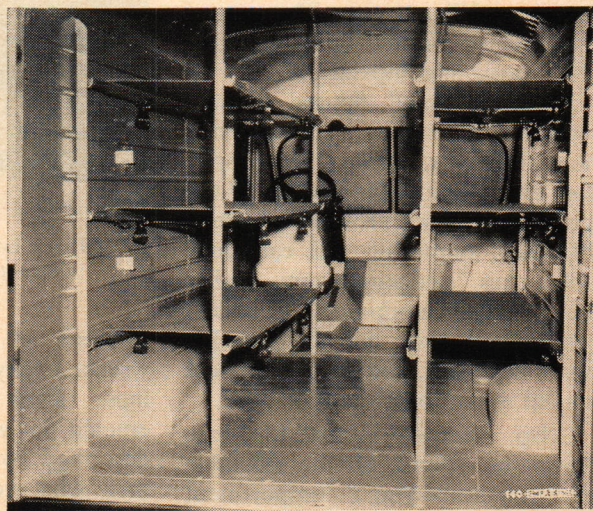
Heavy rescue operations must not be confused with routine rescue calls of fire and police departments. Shattered buildings, victims buried under fallen timbers, collapsing walls and stairways call for experts in heavy rescue, men trained in special techniques and special equipment.

Hard core of a heavy rescue task force as set up by Civil Defense experts is a 12-ton truck which carries an eight-man rescue squad and 99 pieces of equipment. The rescue apparatus, ranging in size from a screw-driver to a portable generator, is stored compactly in seven compartments in either side of the truck. Smaller tools are arranged on a panel which can be removed and carried wherever needed.

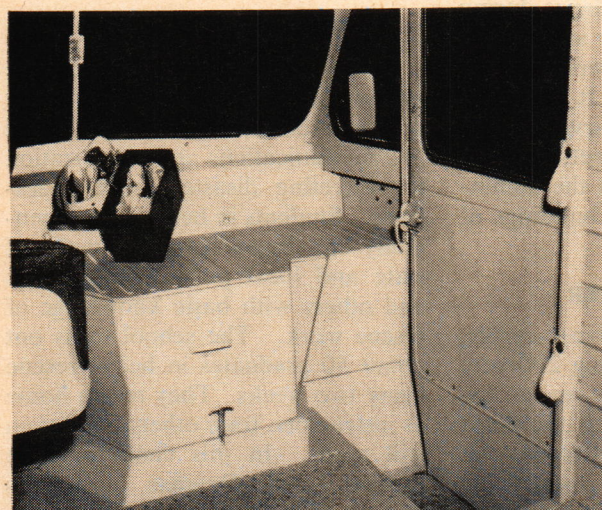
These trucks, popularly dubbed



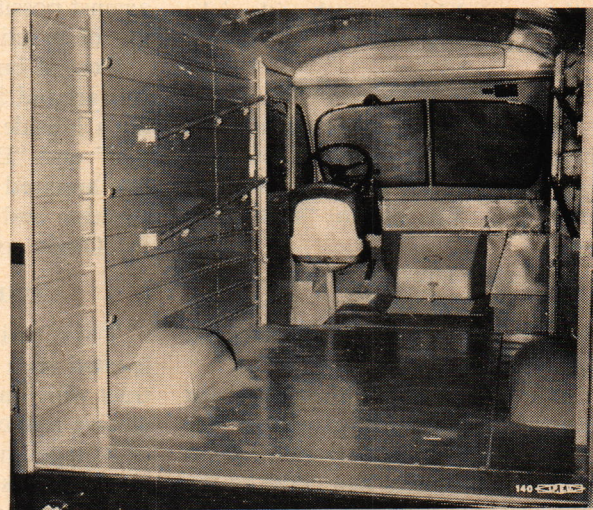
HOW DELIVERY truck can be equipped for stand-by service as ambulance. This photo-diagram shows steps or converting truck to stanchion-type ambulance.



STANCHION-TYPE ambulance converted from delivery truck in less than three minutes. Stretchers would be picked up by drivers at Civil Defense station.



EQUIPMENT FOR conversion of delivery truck to web-type ambulance can be stored in small compartment to right of driver's seat, set into operation in minutes.



THIS TRUCK, geared for service as stanchion-type ambulance, has lost none of its cargo space. Equipment costs are small and conversion itself simple.

"Calamity Janes," represent long and intensive study by authorities seeking the best possible way to keep casualties at a minimum in case of an enemy attack.

Each truck costs around \$8,500, fully equipped. Personnel assigned to each unit would consist of three eight-man rescue squads, plus a team leader and a deputy team leader. In event of an attack, this 26-man rescue team would work around-the-clock, each squad taking an eight-hour shift.

ONE FOR 10,000

Rescue experts say the "ideal objective" would see one truck for each 10,000 persons in the nation's cities. A city of 200,000, they say, should have 20 "Calamity Janes," each one manned by volunteer teams which drill once a week to keep their rescue techniques well polished.

These volunteers represent a cross-section of the community. Because heavy rescue work involves tackling collapsed buildings to extricate victims, skilled hands in carpentry, plumbing, sheet metal and other crafts are needed. Service in Civil Defense rescue teams is a clear challenge to Teamsters and other AFL union craftsmen.

But the build-up of equipment in states and cities is admittedly slow. As more units are purchased by municipalities and state governments, the volunteer manpower needs will become more clearly de-

fined. Special appeals are made by local governments as men are required to handle equipment.

Meantime, instructors to train the volunteers are continuing to graduate at the rate of about 100 a month at the Olney staff college.

Another phase of civil defense preparation where motor trucks are in a spotlight role is the fast-developing program to equip city delivery trucks for emergency conversion to ambulance service.

Hundreds of thousands of trucks operated by laundries, dry cleaners, bakeries, florists, parcel delivery firms, newspapers, food markets and

other retail and wholesale businesses can be equipped for service as auxiliary ambulances. Many have already received such equipment and display the "emergency ambulance service" identification set on a CD symbol.

COSTS ARE LOW

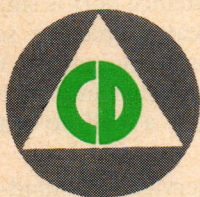
Cost of equipping delivery trucks for stand-by ambulance duty is small, and no regular cargo space is sacrificed. With such equipment, the trucks can be converted into ambulances in one and a half to three minutes.

If called into service, the stand-by



BIG MOMENT for students in heavy rescue at Olney staff college is night when full-scale exercises are staged. Instructors create situation as near to actual disaster scene as possible, sometimes light an incendiary bomb. Live "victims" are made up, with wigs showing gaping head wounds, plastic shells fit over limbs to simulate fractures and injuries.

RESCUE TEAM (left) brings "victim" from demolished building on stretcher. Wrecked buildings are engineered to insure against collapse.



MORE THAN a million citizens in 82 cities were told the story of Civil Defense last year by motorized "Alert America" truck convoys. Each convoy had ten specially-painted, 32-foot trailer trucks which carried comprehensive Civil Defense exhibits. The demonstrations, sponsored by the Valley Forge Foundation, represented the largest public service show ever to tour this country.

vehicles would pick up stretchers at the nearest Civil Defense station.

Plans and specifications for equipping trucks for emergency ambulance service have been drawn up by the International Harvester Co., and are being offered to fleet operators without charge. The company does not sell conversion equipment, but offers its instructional bulletin as a service to truck operators and Civil Defense authorities. Photos on page 6 illustrate these plans.

Two types of conversion have been developed, each requiring little material and occupying negligible space. One was originated in St.

Paul, Minn., for a stanchion-type ambulance, and the other in Oakland, Calif., for the web-type.

Civil defense officials are encouraged by response from fleet owners in the equipping of stand-by ambulances. Every time a city delivery truck is geared for emergency use, pressure is eased on allocations of funds for conventional ambulances.

PUBLIC APPRECIATIVE

In cities where business firms have cooperated in ambulance conversion, the public has been unusually appreciative. Taxpayers recognize that the businessmen have saved tax

dollars and helped provide a little more insurance against death from atomic destruction, all at no personal gain for the business.

Drivers of stand-by truck-ambulances are usually given advanced training in first aid to prepare them for their roles as ambulance drivers.

Thus, in two vital phases of Civil Defense preparations, the key parts played by trucks and Teamsters emerge with dramatic emphasis.

It will be the same story throughout the trucking industry in event of a crisis; simply because Teamsters and trucking are the most versatile and maneuverable components of the nation's transportation system.

Today, Teamsters are on stage for the full-dress "rehearsal for disaster" being promoted by Civil Defense leaders throughout the land.

Tomorrow, they will be ready for the real thing which everyone prays will not come.

A BUSINESS OR A PUBLIC SERVICE?

THE Post Office Department's move to increase postal rates approximately 25 per cent should get a long, hard look from Congress.

During the Presidential campaign, the Republican platform pledge to give a "more efficient and frequent mail delivery service" was fully aired in the search for votes. GOP orators did not specify a return to twice-a-day deliveries, but they implied that that was their intention.

After almost six months, the mail service of the nation still is a disgrace. Deliveries are bogged down, letters and periodicals being delayed needlessly. Reports from our members indicate fantastic delays in the delivery of the INTERNATIONAL

TEAMSTER magazine every month.

To his credit, Postmaster General Summerfield has surrounded himself with capable administrators in the department. He has embarked on laudable surveys to determine how service can be improved.

But the proposition of simply slapping on an across-the-board increase in rates to solve postal problems appears to be gross oversimplification of the entire matter. It is like giving the answer to a mathematical problem, then starting to work on the problem itself.

Postal rates on second-class mail, newspapers and magazines, were raised 10 per cent in April, 1952, and were boosted another 10 per

cent April 1, 1953. Another big increase, such as that proposed by the Post Office Department, would jeopardize the very lives of countless smaller newspapers and periodicals. The nation needs every source of information possible today, and it would be unfortunate indeed if Post Office rates succeeded in killing small but crusading publications, where competition in the past has failed. We cannot afford to price these publications out of business.

The time has come when the nation must decide whether the postal service is to be a public service or a financially-sound enterprise, subject to the whims and fluctuations of the national economy.

Traditionally, the service — our most vital communications network — has been a public service.

We don't believe the people want that principle changed.

LAUNDRY WORKERS

HEAR HARMONY PLEA

CLOSE kinship to and support of the Laundry Workers' International Union by the International Brotherhood of Teamsters was promised by General President Dave Beck in a special address delivered before the Laundry Workers' convention in Chicago May 12. President Beck appeared at invitation of the Laundry Workers' General President Sam Byers.

In tracing the relationship of the Teamsters to the Laundry Workers, President Beck said the association had been "long and cordial and one in which we can work in the closest harmony."

"So closely do we work together that it is almost a precept with the Teamsters' Union that, wherever you may have trouble, you will find our union supporting you. That has been the policy," Mr. Beck said, "and will continue to be the policy as long as I have the honor to speak for it."

The general president of the Teamsters traced in his address the wide range of contacts which truck drivers have in the modern economy and related these observations to the laundry industry. He reminded the Laundry Workers that he had started as a trade unionist driving a laundry wagon and had retained his interest in the welfare and advancement of the Laundry Workers throughout his entire union career.

ORGANIZING IN SOUTH

Noting the serious need for organizing in the South, President Beck set forth what he said he believed is sound policy for organizing in the unorganized areas of the country, particularly in the South. He said:

"I disagree with some in labor on policy and procedures in organizing in the South, because I feel that we should concentrate our immediate organizing efforts on the waterways of the country—across the Gulf, at

the headwaters of our great rivers and up and down the Atlantic and Pacific seaboards—before we apply the tremendous pressure of our economic action in the South. We should strengthen ourselves in the North to almost 100 per cent organization before we go all out in attempting to organize the South.

"Within a reasonable passage of time those people in the South will reach an understanding that their only hope is organization. It is part of our job to help in the continuous task of worker education in behalf of our Southern brethren. We should utilize the various media of publicity to bring home to the unorganized workers information on comparative wage schedules and working conditions with comparisons indicated between wages for organized workers and those for unorganized workers in like classes of employment."

PROPAGANDA TECHNIQUES

Mr. Beck said that industrialists and manufacturers' association in the South are utilizing the same type of propaganda techniques formerly employed by similar groups in Southern California. Describing the development he said that "... the same condition prevailed in Southern California which confront the South today. Joint conferences of industries in Southern California advertised and proclaimed to all America — and particularly to management leaders — 'Come and invest your money in Southern California; you will never be bothered by organized labor.' Yet slowly but surely with the migration of population westward, the consumers' market grew tremendously and as that market expanded, manufacturers started to locate in Southern California and on the West Coast. Today hundreds of business institutions are locating their western distribution markets in Southern

California. They are very well organized and I predict that we will see history being repeated along parallel lines in the developing South."

He appealed to the delegates to join with all organized labor in perfecting "... our machinery of organization in the North" ... so we can be in a strong position "to exert Northern pressure on a Southern organization drive when the time comes."

PLEDGED SUPPORT

President Beck noted the need for organization in the laundry industry and pledged the strong support of the Teamsters to the Laundry Workers International Union. In discussing the need for organization in the laundry industry, the Teamster president said that "... we no longer see business done as individual units. When I first drove a laundry wagon, there was no such thing as a chain laundry. Laundries were individual units—often small plants serving their own communities. Today we have great laundry chains reaching from coast to coast."

He referred to the development of transportation, particularly of motor transport, as an example of changes which are taking place in industry. He told how the trucking industry ships from coast to coast by trailers and changes of equipment in order to effect speed and economy and observed that labor should "borrow pages from the successful economic and industrial accomplishment through the adoption of a concept of organization which industry has found profitable and efficient."

The problem of jurisdictional disputes came in for considerable comment in the address before the Laundry Workers' International Union. Mr. Beck said that responsible labor leaders "must realize that jurisdictional disputes must be settled within the family of labor. I venture to say that 98 per cent of the jurisdictional disputes giving labor a bad name have been the result of failure of the parties to the disputes within the American Federation of Labor to observe the law of the Federation through its constituted court and decision machinery." He

cited as an example the decisions favoring the Teamsters which had been won over the brewery workers on successive occasions through AFL channels. He said that when "action is taken by international unions in direct conflict with constituted authority and orderly procedures, only unrest, labor conflict and disturbance to industry and the public can result. It should be the policy of the public, of industry and the court to compel international unions to obey their parent courts of authority."

"Unless and until the courts and government machinery compel the affiliated organizations to recognize their own courts of jurisdiction in settling jurisdictional disputes, you can have nothing but confusion, revolution with only the stronger unions able to take care of themselves," President Beck warned.

Mr. Beck described the efforts of the Teamsters to develop agreements with other international unions "providing procedures for solution of jurisdictional disputes and misunderstandings within the family of labor." He said an agreement had been signed with the International Association of Machinists and discussions were under way which would lead to agreements with the Butcher Workmen, Bakers & Confectioners Union Laborers and others.

Underscoring his hope for avoiding jurisdictional disputes, President Beck said, "I want to emphasize this: we do not want to become involved in jurisdictional disputes and want no part of raiding tactics. There will be no raiding by Teamsters unless someone else initiates the raiding. . . . I will never recognize the right of any international union to come in and take the membership of the Teamsters. If any international union violates our jurisdiction and will not abide by constitutional decision of the American Federation of Labor authority, that union will have violated the rule book for the honorable and peaceful solution of disputes. When such action takes place, we in the Teamsters will feel free to take the members of such organization into our union."

The Teamster president told the

Laundry Workers that unions are not political organizations and that it is the job of labor at election time "to support those candidates and that political party which will, in our judgment, accomplish the most for labor's welfare."

In commenting on Communism, he said that crime, filth, poverty are conditions in which Communism breeds. He appealed to all to share in the "social responsibility to provide work and an opportunity for fathers to earn a living and to educate and care for their children." He said that Communists are dangerous to free enterprise and seek to infiltrate into labor with the objective of sovietizing the government. He said that if Communists get into the Teamster organization, they would be thrown out immediately.

He called true trade unionism America's best protection against Communism. He said that industry should understand that the Communists seek converts among the underpaid and underprivileged, not among the well paid members of society.

"If we follow a policy of fairness to all—with opportunities for management and a chance of advancement for the working people to develop through trade unions better standards, we will make progress. We will protect ourselves from Communism," the general president concluded, saying "a recognition that demands that America must realize the value of human dignity and the right of all to go forward is tomorrow's challenge which faces all of us in the days ahead."

CALIFORNIA TEAMSTER CITED FOR SERVICE

A Teamster who has played an outstanding role in labor and civic circles in the San Francisco area was honored May 23 when Wendell Phillips, secretary of Bakery Wagon Drivers Local 484, was given the citation for distinguished service by the San Francisco Labor Council.

The award, the first to be given by the Council, was called the "Citation of Honor for Distinguished Service to the San Francisco Labor Movement," was presented by Secretary George W. Johns on behalf of the council. More than 600 guests attended the testimonial which was held in San Francisco's famed Fairmont Hotel. Teamster Jack Goldberger, who is also president of the San Francisco Labor Council, was toastmaster.

Supervisor Francis McCarty, acting mayor of the city, conferred a "certificate of appreciation" on Mr. Phillips.

The citation from the council was given ". . . for his extraordinary services on the Regional Wage Stabilization Board and in many other capacities throughout the years of devotion to the cause of labor." The acting mayor praised Phillips as one ". . . who had been unsparing



Wendell Phillips (left) receives citation from George W. Johns.

of himself in deeds of great importance to the welfare of the city."

Salutes to the work of Mr. Phillips were given by a number of speakers including representatives of various unions affiliated with the San Francisco labor council.

Included with the salutes were a number of gifts given in appreciation of the services of the San Francisco Teamster. Among the gifts were round-trip tickets to Hawaii for Mr. and Mrs. Phillips.

Executive Council Keeps a Close Watch on Congress, Asks Measures To Stall Threat to Housing Progress

DEPRESSION DANGER DEMANDS ACTION

PROBLEMS of economic and legislative action will be on the agenda of the American Federation of Labor Executive Council when it meets in Chicago, August 10, according to a review of recommendations made at its recent meeting in Washington. The August meeting will give council members an opportunity to review work of the present session of Congress and to assess the progress made by labor along the economic front.

LEGISLATION DISCUSSED

The Washington meeting held in the last week of May considered legislative, economy, organizational and international questions. Chief question on the legislative front concerned the inaction by Congress with respect to amendment of the Taft-Hartley Law. Because of what council members said was a "confused" situation, no detailed statement on the legislative situation with regard to Taft-Hartley was issued. AFL President George Meany did, however, reiterate the position of the AFL in calling for sharp changes in the statute. Meany had reported to the council that it seemed apparent that powerful interests of the business community were working to forestall any change in the labor law. Taft-Hartley revision progress will be reviewed next month.

The council visualized a "triple threat" to housing progress and urged remedial action at once. Removal of federal rent controls, increase in interest rates and action by

the House in deleting funds for low rent housing and slum clearance were the three items cited by the council in its criticism of recent actions by the federal government. Three counter measures were advocated by the council:

—Continuance of federal rent control until July, 1954;

—Legislation which would encourage construction of homes for workers and other middle class families at prices they can afford to pay and,

—An adequate low-rent public housing and slum clearance program.

The council looking into the future recommended that a Presidential commission be named to make plans to assure the country continued prosperity, because, said the council, "... danger signs overshadow the future economic outlook."

'PLAN NOW' IS WARNING

In its statement the council said, "Courses of action to assure continued prosperity must be formulated now. It is too late to try to dam the destructive flood waters of depression when they are already in full tide. Americans have the right to insist on timely formulation of policies that would help sustain continued prosperity and on advance actions which would help prevent a recession."

"It is our considered judgment, however, that in the present situation additional measures are needed

to enable the country to anticipate and meet any possible threat of an economic crisis."

The council recommended that such a commission as suggested would include representatives from labor, business, agriculture, the Departments of Labor and Commerce and the Economic Advisers to the President.

In matters of organization the council considered a no-raiding pact with the Congress of Industrial Organizations. Subsequent to the council meeting such a pact was tentatively concluded between the AFL and CIO with Walter Reuther appearing for the CIO and negotiating the pact with President Meany. Conventions of both international organizations must approve this action before it receives recognition.

ACTION ON ILA

The council considered a report from the International Longshoremen's Association and demanded further action which would meet the compliance requirements asked by the AFL Executive Council last February. A long letter on the ILA was sent to ILA President Joseph P. Ryan by the council which concluded by saying that "... your report cannot be accepted as indicating compliance with our directive of February 3, 1953. Your report requests opportunity for hearing in that event and we hereby accede to that request.

"You may have such representatives of your organization as you desire meet with the Executive Council of the American Federation of Labor at its next meeting in Chicago, August 20, 1953. ... We request that not later than two weeks preceding August 10, you submit a written report addressed to the individual members of the Executive Council, indicating your then state of compliance with our directive."

The reply received from the ILA will be discussed in next month's meeting at which time further action regarding the ILA will be taken, observers in Washington forecast.

It was pointed out that Teamster jurisdiction is being violated on the docks and in warehousing miles back of the waterfront on Long Island and elsewhere.

WAREHOUSE DIVISION CONDUCTING SURVEY

A FACT-FINDING survey of the warehouse field is now underway by the National Warehouse Division as part of the program recently mapped at the national trade division conferences in Chicago.

Data on the status of the warehouse industry is regarded as basic to the two-fold program of the National Warehouse Division, according to Harold J. Gibbons, acting director, who recently sent to all local unions two questionnaire sheets. Gibbons is acting director of the division in the absence of George Mock, director, who is still inactive due to a heart attack suffered several weeks ago.

The questionnaires are designed to aid the division in its two main objectives, according to the detailed letter sent to all local unions:

1. Organize the unorganized in the warehouse field.
2. Service the local unions in the warehouse division.

These were the chief objectives outlined at the National Warehouse Division conference in Chicago April 26-28 and the query sheets are part of the program of fact-finding which is being undertaken.

ANALYSIS PLANNED

Commenting on the first objective of organizing the unorganized, the national trade division letter said:

"We will analyze the facts nationally . . . and pursue a policy of hitting hard those *unorganized* warehouses which will have an immediate constructive effect upon *organized* locals. We will endeavor to consolidate our position in the chains by effective organization in those units which are *unorganized*."

To carry this general program forward the division will draw on personnel of the local unions in the immediate area affected, with possible personnel sent in from other sections. The national office will coordinate the job of organizing the

unorganized and will extend assistance with educational material and on-the-spot assistance by the national director and other staff members. The office likewise will act as a clearing house in the general organization effort.

To help carry out the second main objective, which is to service local unions in the Warehouse Division, the letter said to the locals that:

"We will assist you in every way possible in negotiation of your contracts toward the end that contracts will, in time, be uniform wherever possible in expiration date (especially in chains), in wages, hours and conditions of work, in health insurance, in pensions, vacations, holidays, etc."

The letter also advised local union officers that the elimination of inequalities between plants will be a "major objective" of the warehouse

campaign. The Warehouse Division, according to present plans, will call, from time to time, conferences of locals with common employers in the warehouse field, to bring about joint negotiations and common demands."

In order to carry on the two objectives the two questionnaire sheets have been sent to all locals with a request for "facts—all the facts, in connection with warehouses . . . in your immediate areas."

In addition to the request for answers to the two questionnaires—one on organized warehouses and the other on unorganized warehouses—the National Warehouse Division is requesting copies of organizing literature. Literature, educational materials including booklets, leaflets, folders, etc., are requested by the national division. It was pointed out that receipt of the material will aid in the preparation of educational campaign items for use in the continuing organizing campaign.

Staff members at the national office will review the material for suggestions and ideas which can be incorporated in educational publicity for use by the division throughout the country.

Western Conference to Meet July 6

The General Executive Board members will be guests of honor at the annual meeting of the Western Conference of Teamsters when it convenes in Seattle, Wash., July 6. Members will attend the general opening session and will be invited to attend as many of the panel and caucus sessions as they may have time for during their stay in Seattle.

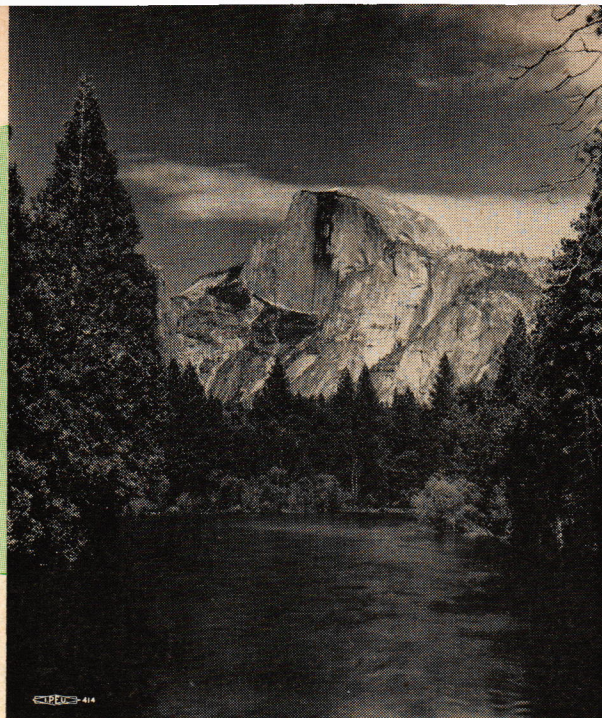
The board will conduct its regular meeting concurrently with the Western Conference and on Thursday evening July 9 members will be guests of honor at a banquet given by the Western Conference.

The sessions of the 1953 conference will be confined principally to business sessions of the 16 organized trade divisions of the 11 western states and the three conference departments — legal, statistical and public relations.

General President Dave Beck will address the conference. Western Conference President Frank Brewster will open and close session. Scheduled also to speak is General Secretary-Treasurer John F. English who will be attending the General Executive Board meeting.

Departmental chairmen all report a full agenda for their sessions: Henry Spiller, Los Angeles, Calif., for Statistical and Ray F. Leheney, Los Angeles, for Public Relations. Dave Kaplan will outline the new structure of the National Research Department.

Preliminary reports to the conference indicate a record attendance for the 1953 meetings, according to estimates made by Frank W. Brewster, Seattle, chairman of the Western Conference of Teamsters.



in the California Valleys with JC 38

CALIFORNIA, the second largest state in the Union, has three Teamster Joint Councils. One (No. 7) embraces the San Francisco Bay Area; another (No. 42) takes in the Los Angeles area; and last, but not least, there is Joint Council 38, which covers a larger geographical area than either of the others. Pictorially, this area must be listed as one of the most interesting and photogenic in the nation.

Though it is known by name as the San Joaquin and Sacramento Valleys Joint Council, No. 38 includes locals well outside those areas, tremendous as they are. To the north, No. 38's territory takes in Eureka, where the Pacific surf pounds in just south of the Oregon

border. To the east, it jumps across the Nevada state border to take in Reno, the "biggest little city in the world." South, the Council territory extends to oil- and cotton-rich Bakersfield.

Well within these borders are the vast Sacramento and San Joaquin Valleys, one of the truly great "bread-baskets" of the world, with annual agricultural production valued at more than \$1¼ billions.

As might be expected, Teamsters figure prominently in the processing and hauling of the large and diversified crops that come from the Sacramento and the San Joaquin, and in addition they perform the work that is performed by Teamsters everywhere.

The Valleys have been the scene of huge construction projects in recent years. Great networks of dams and irrigation canals have been built to give assurance that the crops will continue to grow. In a quick swing through Council 38's territory, THE INTERNATIONAL TEAMSTER photographer secured pictures of Teamsters at work at two important job sites: Folsom Dam, on the American River north of Sacramento; and Pine Flat Dam, on the Kings River in the foothills of the Sierras, east of Fresno. The harnessing of water has utmost importance for a land where no rain falls for many months in the year.

In Joint Council 38 territory are 12 general locals and 15 cannery

OFFICERS OF JOINT COUNCIL 38—From left are Harry A. MacDonald, No. 431, vice president; Ray A. Flint, No. 150, trustees; C. C. Allen, No. 439, secretary-treasurer; Al Marty, No. 150, trustee; William Conboy, international organizer; George Mock, international organizer; Gerald Shearin, No. 137, president; W. J. Kiser, No. 386, recording secretary; John Dillon, No. 601, trustee; A. O. May, No. 533, trustee.





locals. The latter became affiliated with the Teamsters in 1945 after having been chartered, for various periods of time, as A. F. of L. federal labor unions. Interestingly enough, International Organizer George Mock, who has just been sent into the Valleys by President Dave Beck to head up organization work, was the man who, in 1945, went to the Valleys to ask the federal labor unions in the cannery field to affiliate with the Teamsters.

The Teamster cannery locals in the Valleys are a story in themselves, but their history can only be capsuled here. It was to the Valleys that the Joads and other dispossessed families came in the early '30s in quest of a living. Migrant labor is still a problem in the Valleys, but a surprising number of what used to be contemptuously referred to as "Oakies" have taken root and are now looked on as solid citizens. There are many Teamster men and women now earning decent wages

and enjoying good working conditions who vividly remember what life in the canneries was before organization came to the Valleys. During the depression, wages (when there was work) were barely at, or below, subsistence levels. The first labor contract, negotiated in 1937, provided for 41 cents an hour. The base pay in the canneries today is \$1.24 for women; \$1.40 for men, with the scale going to \$1.96 in the top brackets. Paid holidays and vacations, unknown in the canneries in pre-organization days, are also enjoyed. The benefits have worked both ways. As Mrs. Pauline Bien, veteran secretary of Local 616, Fresno (Dried Fruit, Nut Packers and Dehydrator Warehousemen) put it: "Not only the union members have benefited by organizing and working under a contract—the employers too have gained a lot by getting more dependable employees, less absenteeism, more unity and much better job performance."

LEFT—Peter Guidera, Local 150, delivers potato chips to principal state office buildings in Sacramento, is shown in front of State Capitol.



AT DAM SITE—On the American River, driver Earl Huff, Local 150, gets load of aggregate that will be used in concrete going into Folsom Dam. These rigs easily haul loads of over 23 tons.



ABOVE—"Whitey" Lund, assistant business agent, Local 150, believes the camera more interesting than Folsom Dam construction site, shown here.

BELOW—Curtis Davenport, Local 165, drops fare at Sacramento's Sutter's Fort. In 1848, James Marshall left here to discover gold on American River, touching off the biggest gold rush known.





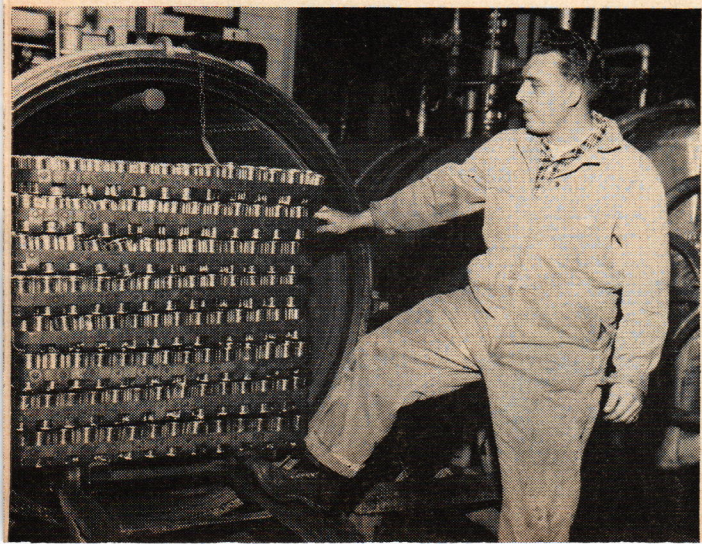
ABOVE—Highway 50, between Sacramento and Stockton, passes through rich delta country. Crops from the San Joaquin are annually valued in excess of \$1 billion.

LEFT—In the Terminal Producers Market, Sacramento, Frank Duncan wheels hand truck that contains carton of bananas—not grown, incidentally, in California.



ABOVE—Burt Grenz and Henry Locker, Local 601, Stockton, shovel spinach from fields into conveyor belt at Stokely cannery. Spinach is called “grass” by workers.

BELOW—“Soapy” Warner, Local 601, watches as a freshly cooked batch of Popeye’s favorite food comes from retort.



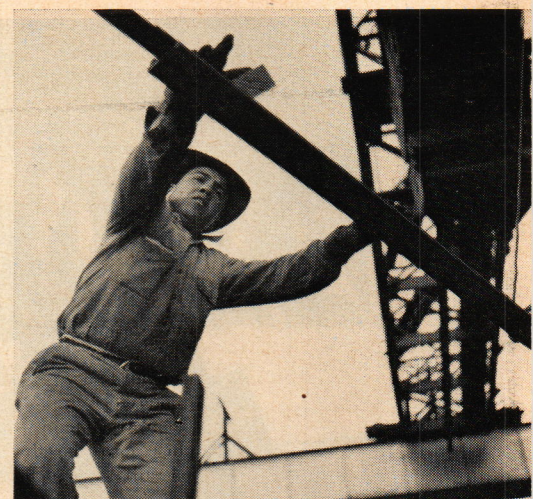
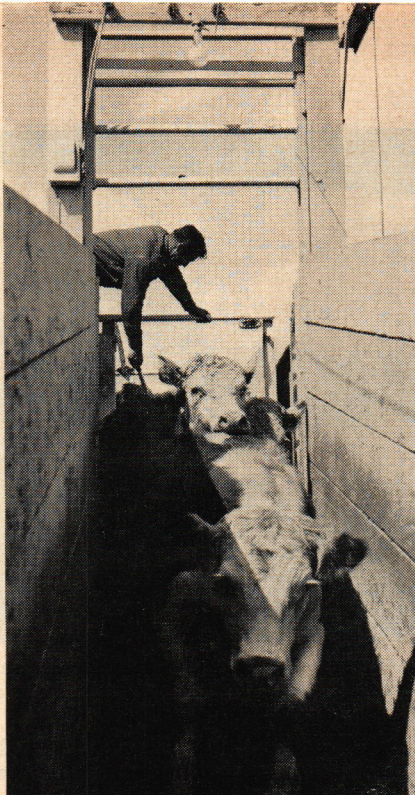
LOGGING, TOO—At Martell, in the foothills of the Sierras, white fir is cut. Art Drawbert, Local 439, is logging driver.

Covering an area as extensive as it does, it is not surprising that Joint Council 38, organization-wise, is not as closely-knit as its sister councils in San Francisco and Los Angeles. Distances being great, Council meetings involving representatives from Eureka and Bakersfield (about 700 miles apart) cannot be called at the drop of a hat.

As this was written, International Organizer George Mock was setting up an intensive program for new organization work in the Valleys. It is felt that militant checking and organizing will produce tremendous increases in membership.

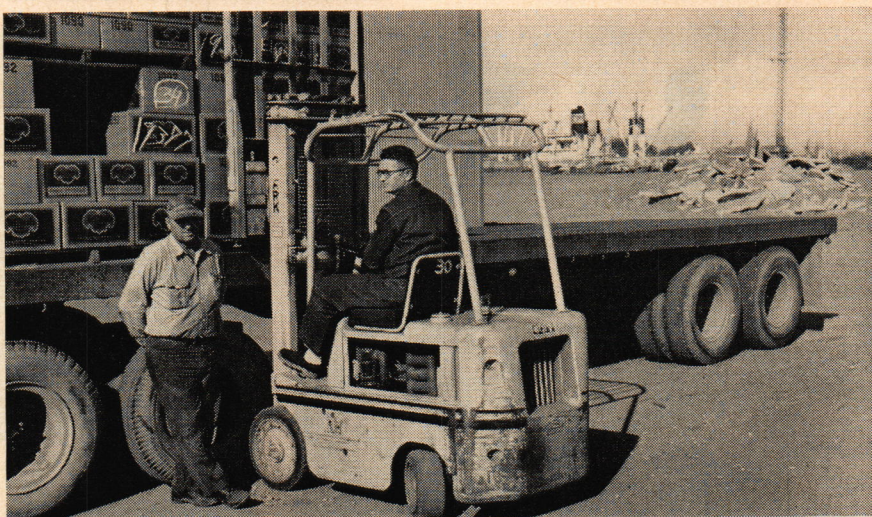
Headquarters for Joint Council 38 is in Stockton, the city which, since 1937, has also been the home of veteran International Organizer William Conboy, who has been a tower of strength in Valley organizational work. Stockton, which has considerable importance as an inland port, is also home base for Cecil Allen, secretary-treasurer of the Council, and secretary of Local 439, Stockton general local. President of the Council is Gerald Shearin, who is secretary of Local 137, General Teamsters, Marysville.

Distances being what they are in California, it was impossible, in the space of a week, to cover the work of all the locals in the Council. However, by going into the cities of Sacramento, the state capital, Stockton, Modesto and Fresno, it is

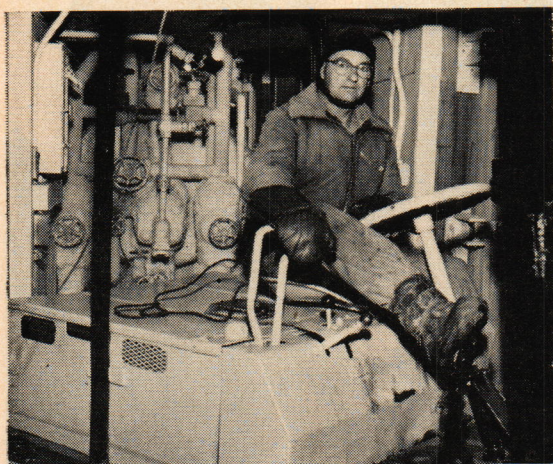


ABOVE—At Stockton steel warehouse, Al Soto, Local 439, steers load of steel shapes to bed of his truck.

LEFT—"Hot-Shot" is used by Art Howell, Local 349, to urge beef cattle through chute into truck at Manteca.

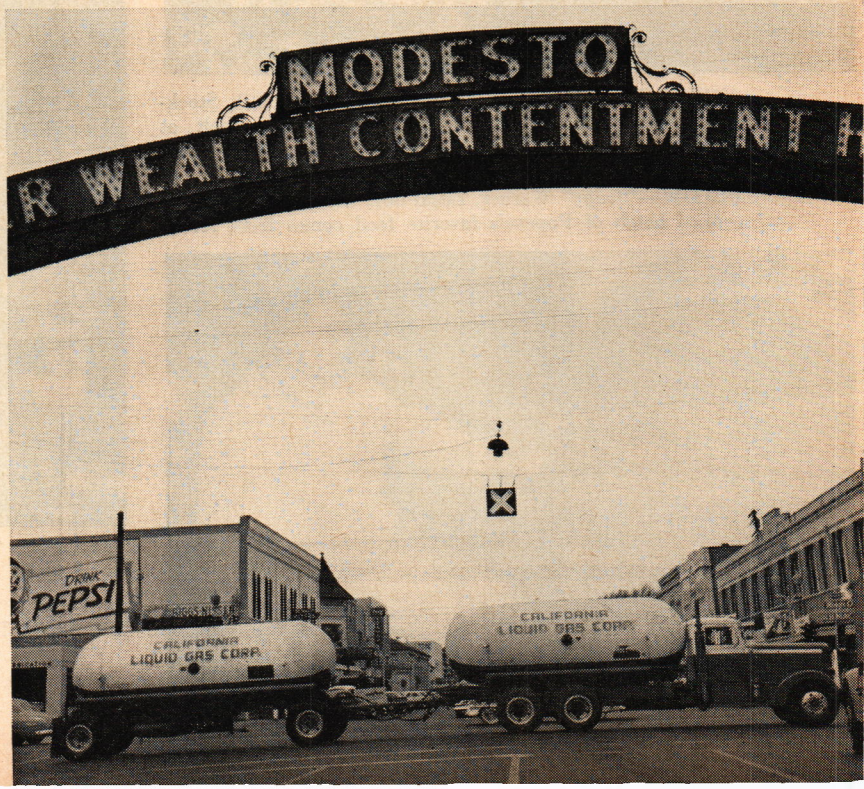


ABOVE—Teamster J. H. Parks, at left, getting load of fruit cocktail and stewed tomatoes at big warehouse at the Port of Stockton.



ABOVE—In Modesto refrigeration plant, Wade Crowley, Local 386, works in electrically-heated suit.

RIGHT—Propane and butane is used extensively in cities not served by natural gas. Jack Podesto, Local 386, drives this rig under Modesto archway.





LEFT—At Modesto evaporated milk plant, Esther Bruegeman, Local 386, tests cans for leaks in liquid bath.

BELOW—Driver Melvin Thurber, Local 431, at Roma winery warehouse in Fresno, one of the world's largest.



ABOVE—At a Fresno insecticide and fertilizer plant, L. Garcia and Herman Real, Local 431, load 50-lb. bags of fertilizer on truck.

RIGHT—Fresno has world's largest raisin-packing plant. Mary Neghosian, Local 616, is shown putting up popular "nickel packs."

BELOW—Wayne Henson, Local 431, has worked on Pine Flat Dam on Kings River since construction started more than five years ago.



ABOVE—In his tank truck, Melvin L. Taylor, Local 431, takes 6,000 gallons of cotton seed oil at Fresno mill.



Joint Council

(Continued from page 16)

believed that a fair pictorial presentation of Teamster work and activity in the Valleys has been obtained, even though the cannery season was barely underway.

Sacramento was selected as the jump-off point for the story. Here in the state capital and its environs are some 20,000 A. F. of L. members, about 8,000 of them Teamsters holding membership in four locals. Albert Marty, an officer of the Council, is secretary of Local 150, Chauffeurs, Teamsters and Helpers, which has 4,000 members. He has held his job in the local for 24 years, and is well thought of in Sacramento circles. Besides serving as president of the Central Labor Council, he is a member of the Sacramento Civil Service Commission and the State Recreation Board. Long interested in the regular Army reserve, he served as a major in World War II. His Army service began back in the days when Pershing was chasing Pancho Villa along the Mexican border. Ray Flint, a trustee of Joint Council 38, is vice president and business representative of Local 150. The local shares a fine new hall, that was completed in 1952, with the Carpenters, Engineers, and Laborers. The four unions involved shared equally in the construction cost, estimated at half a million dollars. Other Teamster locals in Sacramento include No. 165, Taxi Drivers and Automotive Employees, 800 members; No. 857, Cannery Workers and Warehousemen, 4,000 members at season's peak; and No. 234, Laundry and Cleaning Drivers, 60 members.

ROMANTIC PAST

Sacramento is a modern, prosperous city of 141,000, with many reminders of a romantic past. It was here, from Sutter's Fort, that James Marshall in 1847 went to a spot on the American River to build a sawmill. In January 1848 he found gold flakes in the tailrace of the mill, and thus touched off one of the greatest gold rushes of all time. The rush of the Forty-Niners advanced the United States 50 years in its commercial and political in-

terests on the Pacific, and hastened the entry of California into the Union. Sutter's Fort has been carefully restored, and today a Teamster driver of a Yellow Cab will drive you there and perhaps give you a little history of the place.

Pointing south to Stockton on Highway 50, a driver everywhere sees evidence of the fertility of the valley. He sees it in the fields—and he sees it on the roads, as the heavy diesels, weighed down with the produce of the fields, go muttering by. And in the San Joaquin, particularly, an observer is struck by the number of out-of-state rigs that have come there to take the crops, fresh and frozen, into mid-west and eastern markets.

Stockton, an inland port located 77 miles east of San Francisco on the San Joaquin River, has two active, forward-looking Teamster locals. C. C. Allen, secretary of Local 439, general local, is secretary-treasurer of Joint Council 38, and John H. Dillon is secretary of the cannery Local No. 601, and a trustee of Joint Council 38. To the east, Local 439's territory extends to the foothills of the Sierra Nevadas. For a change of pace from the valley, Harold L. Marshall and Archie V. Allen, business agents for Local 439, made a fast side-trip with THE INTERNATIONAL TEAMSTER writer to the foothill town of Martell to view timber hauling operations. Back in Stockton, a Stokely plant was visited to secure photos of the canning of spinach, the food that made Popeye all-powerful and that is called "grass" by the people in the canneries. Other interesting photos of Teamster activity were secured in Stockton, particularly around the port area. Hundreds of commodities move through these terminal facilities. As an indication of the diversity of commodities, here are some of the more important ones among canned goods: apricots, asparagus, baby food, cherries, fruit cocktail, fruit juices, evaporated milk, olives, olive oil, peaches, pears, peas, prunes, spinach, string beans, tomatoes, soups, tomato products. Among other commodities moving here are animal and poultry feeds, barley, beans, brandy,

cement, cotton, cracked wheat, crude rubber, dried apricots, dried peaches, and farm machinery.

Moving on south again through lush delta country, a stop was made at the H. Moffat plant in Manteca, where range-fed cattle are brought from all over the west to fatten up on a diet of sugar-beet pulp before being sent to the San Francisco slaughter houses. "Manteca-fed" beef, famous in the west, is the product of a 100 per cent Teamster operation at the Moffat plant. At Modesto, near the geographic center of the state, are one general local, No. 386, and two cannery locals, No. 698 and No. 748. Wendell Kiser, secretary-treasurer of No. 386, is recording secretary of Joint Council 38. An energetic hustler with a ready smile, Kiser is widely known in the area. Among other things, Modesto is an important milk manufacturing center. Worthy of note is the fact that Joint Council 38 has a master wage scale and agreement with the Milk Products Manufacturers Association, covering 60 plants and 2,500 employees. Among Teamster-organized facilities viewed in Modesto were a modern refrigeration plant of 1,500,000 cubic feet capacity and a co-op evaporated milk plant. Interestingly enough, Local 386 has several members employed in world-famous Yosemite National Park; they maintain grounds and concessions operated by the Yosemite Park and Curry Co.

JOURNEY'S END: FRESNO

Journey's end, for this all-too-brief story of Joint Council 38, lay at Fresno, in the very heart of the San Joaquin. Population increase here has been typical of many towns in the valley; Fresno has grown from 60,000 in 1940 to almost 100,000 today, and still is growing. Three thriving Teamster locals are situated here. Harry Macdonald, vice president of Joint Council 38, is president and business manager of Local 431, Chauffeurs, Teamsters and Helpers; Ted C. Wills is secretary of Local 517, Creamery, Condensery Employees and Drivers; Pauline Bien is secretary of Local 616, Dried Fruit, Nut Packers and Dehydrator Warehousemen.

TWO CANNERIES USE TEAMSTER LABEL

NEW contracts and adoption of the Teamster label by two food canneries were reported as part of the educational and organization work of the National Cannery Division by Lewis Harkins, director, late last month.

Major developments by the division which recently established offices in the International Headquarters included:

- signing of a master contract between five Teamster unions and a major food producer with 13 plants;

- adoption of the Teamster label on the canned products of the Mammoth Springs Canning Company, Sussex, Wis., and the Rock Field Canning Company, Rock Field, Wis.;

- educational and organization session with the New England Conference of Teamsters by International Headquarters officials.

The 13-plant contract signed by cannery locals in Wisconsin was negotiated by Locals 662, 434, 563, 56 and 75 with Stokely Foods, Inc. Milton Veleke of Local 662 was chairman of the negotiating committee. Increases for all employees resulted from the negotiations. A cooperative attitude on the part of all those in the negotiations was reported.

The five locals include 13 plants as follows:

- Local 662, Eau Claire; plants at Milltown, Frederic, Cumberland and Clear Lake;

- Local 434, Watertown; plants at Columbus, Horicon, South Beaver Dam and Astico;

- Local 564, Appleton; plants at Appleton, Berlin and Brandon;

- Local 563, Plymouth with plant at Plymouth;

- Local 75, Green Bay with contract for Dutch Creek pickle plant.

This 13-plant contract, Harkins pointed out, includes locals within the Central States Conference of Teamsters area and that area conference is working closely with the

National Cannery Division to develop an organizing and educational program.

Local 695, Waukesha, Wis., has worked out arrangements whereby two of its employers, in the cannery field will use the Teamster union label, according to information from A. E. Mueller, secretary-treasurer of the local. The Mammoth Springs Canning Company of Sussex, Wis., will use the Teamster label on canned peas, corn, beets, carrots, pumpkin, peas and carrots combination and on two frozen foods, asparagus and corn.

The Rock Field Canning Company, Rock Field, Wis., will use the Teamster label on peas, corn, beets, carrots and mixed vegetables.

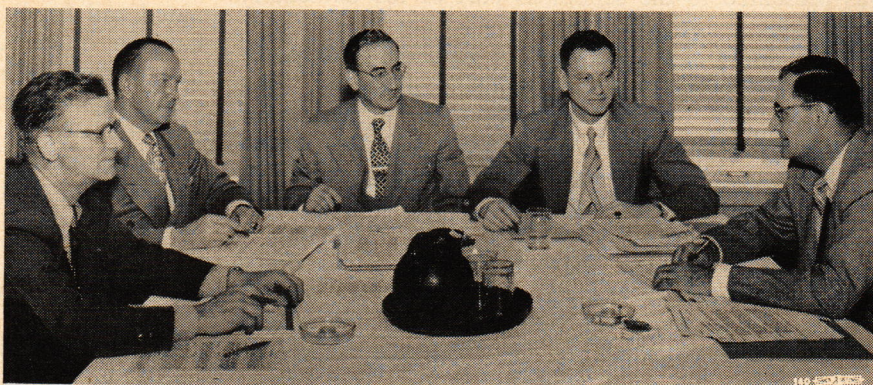
The right to use the Teamster label is granted only to processors which are completely organized under the banner of the International Brotherhood of Teamsters. No cannery which is partly organized by Teamsters and in part by some other union or in part may be unorganized will be permitted to use the label. The use of the label is notice to the buying public that the products were packed under union conditions with

fair wages and working conditions.

The use of the label will be encouraged in situations warranting it, but every effort will be made to protect the buying public from being imposed upon by companies using the label and purporting to be completely organized. Before a label can be used, the authorization must be obtained from the National Cannery Division in order that full assurance can be given that all conditions are complied with by the employer.

As part of the national educational and organization program Vice President Einar Mohn of the International Office and Director Harkins of the National Cannery Division spoke at a meeting of the New England Conference of Teamsters in late May. The meeting which convened in the headquarters of Local 251, Providence, R. I., was called by President Nicholas P. Morrissey, of the New England Conference.

The long-range program of the International Brotherhood of Teamsters was explained by Vice President Mohn and the application of these plans to cannery organization was outlined by Harkins. The cooperation of the New England Conference was praised by Mohn and President Morrissey, speaking for locals in the area, promised full support of the organizing plans both for the International and for the expanding National Cannery Division.



STOKELY NEGOTIATORS—Teamsters were able to negotiate a successful 13-plant contract with Stokely Foods, Inc., in Wisconsin recently. Shown above is the negotiating committee representing both cannery workers and management. Left to right: Dave Gourlie, Local 432, Watertown; William Hillman, Local 56, Sheboygan; George Behling, Local 563, Appleton; Milton J. Veleke, chairman of the negotiating committee, Local 662, Eau Claire, and G. P. Meeker, industrial relations supervisor for the state of Wisconsin for Stokely Foods, Inc. Unable to attend this session and hence not shown in the photo were William Wetzel, Local 75, Green Bay; C. P. Robertson, assistant to the director of personnel, and C. L. Eldridge, director of personnel for Stokely, Indianapolis, Ind.

EDITORIALS

Trucks in Civil Defense

The increased attention being given to civilian defense is pointing up the importance of trucking and the use of motor transport in any war or disaster emergency.

It is a truism to say that trucks have greater mobility and facility in operating during an emergency than do other forms of transportation. Trucks are not frozen to fixed tracks which can easily be bombed or washed out. Trucks are versatile enough to go over practically any kind of terrain and vehicles are now available which will go through heavy sand, mud, swamps or water.

The motor truck has been used as an agency of education to carry the message of civilian defense to all America. In the exhibits of Civilian Defense agencies the motor truck and motor vehicle plays an important role—as rescue cars, as fire trucks, as supplies units, mobile kitchens, ambulances, etc. The comprehensive use of the motor vehicle is an illustration of the adaptability of motor transport not possessed by other forms of transportation.

Timely Note

One of the most interesting commentaries in our times is found in an event which took place recently in Los Angeles, Calif. The event was the dedication of a school named in honor of the late William Green, long time president of the American Federation of Labor. A painting of Mr. Green by a union painter was presented to the school as part of the dedicatory ceremonies.

The naming of a school for an AFL departed president should cause no great comment ordinarily. But the fact is that Los Angeles used to be known as an "open shop" town. Concerted efforts by trade unionists have made a real difference in that part of the country. Today Los Angeles has strong unions and a strong consciousness of the importance of unions.

In this development the International Brotherhood of Teamsters can exert some claim and credit for the change in the climate of public opinion. Teamsters are traditionally leaders in their community and in Los Angeles our joint councils and its fine unions have done an outstanding job. We are glad that we can say that they have done much to so change opinion to the extent that a school can be named for a labor leader and be accepted as a natural development in the community.

Thus we do make progress, but progress comes only through hard work and united efforts by all hands in the union movement.

Cutbacks in Labor Department

When Candidate Eisenhower appeared before the American Federation of Labor convention last fall one of the things he promised the delegates was a strengthening of the Department of Labor. He indicated that he felt that a stronger Labor Department would be more useful than further regulatory legislation. As a campaign promise that declaration by the soon-to-be-successful candidate was well received by the AFL.

In the cold dawn of fiscal reality, according to Republican lights, the Labor Department is not to be strengthened but to be seriously cut budget-wise. Already the agency has closed three of its 10 regional Wage-Hour offices—Boston, Kansas City and Nashville. The Wage-Hour Division was cut from \$7.339 million to \$6 million. These closings will mean a crippling of the work of enforcement of fair labor standards in behalf of workers employed by managements who would chisel on wages and overtime if they think they can get away with it.

The House Appropriations Committee has made a 47 per cent cut from the requests for the safety program of the Bureau of Labor Standards. More than 2,000,000 American workers were hurt on the job last year and 84,000 were permanently disabled.

These cuts and other reductions in the Labor Department budget were recommended by Congress, not Eisenhower, who had recommended a higher figure than the House Committee see fits to allow. Perhaps by the time these words appear in print some rectification will be made and the reductions will be eliminated and funds restored. The Department of Labor has too often been a budget stepchild and the fact that many who are by no means friendly to labor are riding high makes it most unlikely that the Labor Department will get a break.

"Strengthening" the Department we hope will not become just another campaign promise.

Vigilance on the State Front

So much attention has been directed at Federal legislation and particularly on the efforts to repeal or amend the Taft-Hartley law that many of the aspects of state legislation are eluding the attention of organized labor.

Trade unions must realize that legislation is a topic of No. 1 priority whether it is a problem of a local city council, a state legislature or the United States Congress. A city council can pass regulations and ordinances which can handicap unions and seriously impair the economic operation of motor transport.

Federal legislation is likely to be given great attention due to the fact that Congress is in the always bright spotlight of public attention. But labor too often misses assessing the importance of action at the state level. Where labor does miss the point on state legislation, it inevitably suffers.

We have seen examples of serious harm to unions and to the trucking industry at the state level in cases in which proper vigilance was not exercised. We have also seen the results which can be gained when we have strong representation in state capitals. Several states could be named but two will serve as an example—the states of Washington and California. Teamsters in these states have taken it unto themselves to have able liaison men in the capitals during the legislative sessions.

Such representation has a two-fold value: first, liaison men are on the alert for any legislation harmful to labor generally and the Teamsters in particular. Secondly, liaison men from the Teamsters understand the problems of the motor transport industry and can likewise be on the alert for restrictive legislation which hampers economic advances of this growing industry.

We all should watch legislation at the state level. Every state should have Teamster representation at the capital—it's a job of top importance and one which must not be overlooked or neglected.

Glamor Roads

We have been seeing an increasing amount of publicity lately about the need for and use of toll roads in America. Some of these attentions stem from the substantial news value of these great projects, but some we feel has its origin in special interests who would step up the construction program of toll road planning and construction.

The problem of the toll road and its place in the modern economy is no simple one which can be answered with a few pat statements. Toll roads have arisen in recent years as the result of the tremendous growth of motor cars and the need for better, faster and more convenient traffic highways for pleasure and commercial vehicles. The serious tax situation in which many states have found themselves has contributed considerably to throwing the burden of new highway construction on toll road authorities created by state legislatures.

It is something of a commentary on our times that we are resorting to an old and discredited method of building needed highways. Toll roads are as old as the road name itself and the modern turnpike has its origin back in the days when pikes were turned to admit passage on proper payment. When our economy progressed to the point at which the need for publicly financed roads was recognized the toll road went out and did not reappear until comparatively recent times.

Today toll roads are booming, but they are not being built without very considerable controversy. What we need, it seems to us, is to do some rethinking about our

whole roads construction problems. What do we need? How can we adapt our facilities to fit our needs? Where should the construction and maintenance burden fall?

The answers to these and many other questions would be helpful in helping us develop a genuinely mature program to fit the motor age. Until we do more thinking about the highway and traffic problem, we are likely to continue to muddle along with toll road sponsors trying to bewitch the taxpayer with wondrous tales of glamor highways.

Productivity Progresses

The annual conference of the International Labor Organization took place last month and one of the top topics of discussion was that of increasing industrial productivity. The report of the director-general, David Morse, urged the delegates "to secure a widespread comprehension and acceptance of the need for higher productivity."

In discussing the problem of increasing productivity Director-General Morse indicated what he thought were the essential conditions for obtaining higher productivity in industry: the fullest possible consultation and cooperation between employers and workers; fair distribution of benefits of higher productivity; effective action to assure that higher productivity does not lead to unemployment or affect the health or safety of the workers.

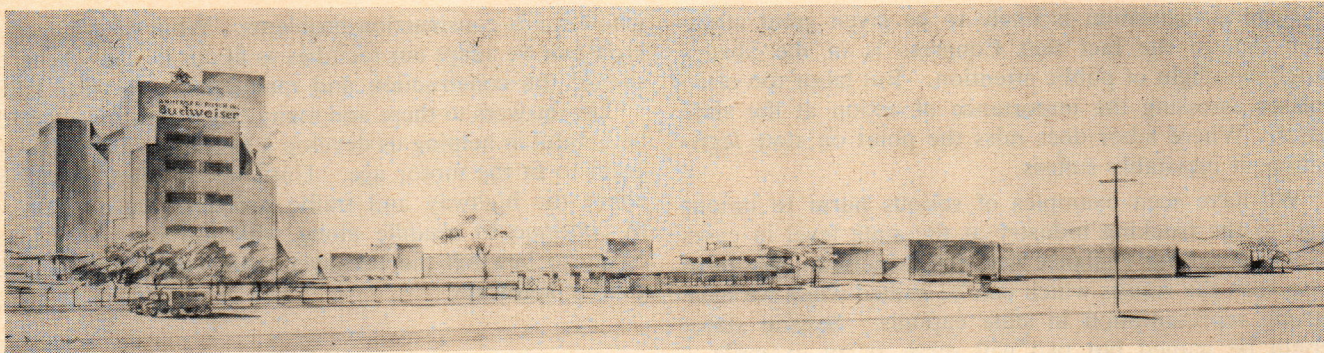
During the Chicago trade division meetings this problem of productivity was discussed in several of the divisions, particularly by those affiliated with the Warehouse Trade Division. Dairy workers have also been considering the problem of productivity since this industry has made notable advances in efficiency in the last 20 years. Other trade divisions also are studying productivity and we may well see major attention given to this problem by Teamsters, a problem which is concerning working people everywhere in this industrial age.

Drive for a Sales Tax

Signs on the Washington political horizon indicate that the next big effort in the tax field will be directed toward enactment of a sales tax. The problem of taxation is vexing to any administration and is proving a particularly thorny one for the Eisenhower forces.

Promises of tax relief are difficult to fulfill in the face of shifting world affairs and growing tensions in international relations. The tax problem is dividing both Democrats and Republicans and those who would give tax relief to citizens who have been complaining about the tax burden are looking for a solution.

A sales tax seems to offer a panacea and an easy way out of a difficult situation. But those who advocate a sales tax must know that the path to passage will be no easy one. Organized labor has been unitedly against a sales tax for leaders of labor know that the burden of a sales tax falls most heavily on those least able to bear it.



EXPANDING BREWERY industry in the West is typified by this big new plant under construction for Anheuser-Busch in the San Fernando Valley.

Brewery Progress in California

*Industry Expanding in Golden State;
New Contract Won by Teamsters Nets
Gains Totaling 42 Cents an Hour*

SUCCESSFUL negotiations on behalf of brewery workers in California were recently completed, netting a cost-package of 42 cents per hour, according to a report from George F. Leonard, executive secretary of the Brewery & Soft Drink Workers Joint Local Executive Board of California.

A few of the items in the new package deal are:

- 37½-hour work week;
- five cents per hour increase on night shift differentials;

- improved vacations;
- improved welfare plan;
- improved holidays;
- improved car allowance for beer salesmen.

Greater employment security was also assured due to changes made in the contract.

The Joint Board agreement this year includes all distributors in the brewing centers and is being spread to cover mixed locals in outlying areas. This expanded coverage gives the membership in the outly-

ing mixed locals the benefit of the bargaining strength of the Joint Board.

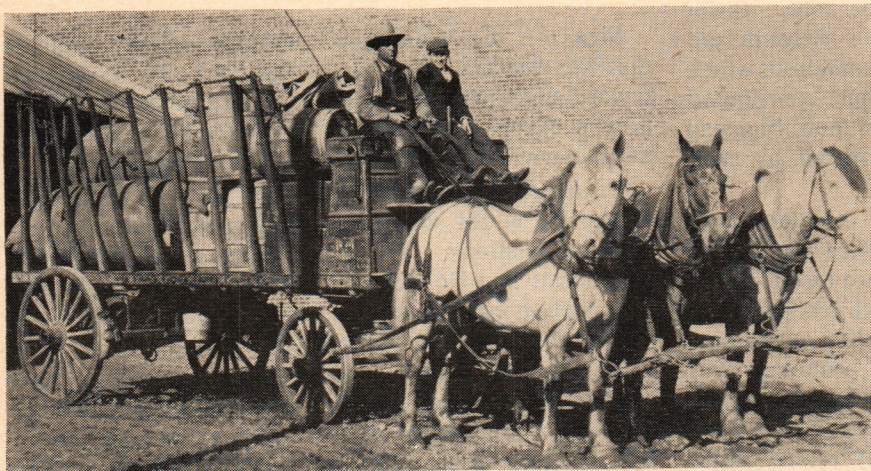
The Joint Board locals represent approximately 6,000 members employed in the brewing industry. The state now has 14 breweries with a total capacity of 9,000,000 barrels a year.

Capacity of the industry in California will be greatly expanded with the operation of two large establishments now under way in the San Fernando Valley — an Anheuser-Busch plant and a Schlitz plant.

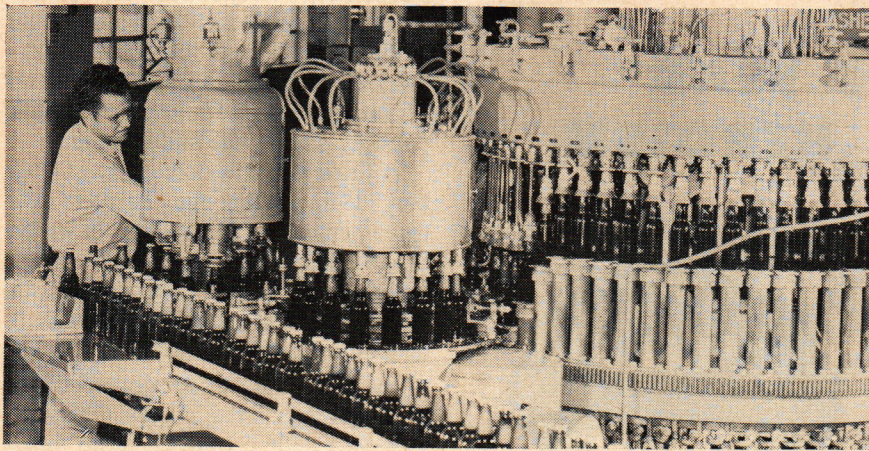
The Joint Board, chartered at the turn of the century, is equipped to meet the problems of industrial capacity, reports Leonard.

The board consists of unions in the brewing, bottling, checking and driving departments. Each department has only one vote on issues before the Joint Board. If the locals in one department is represented on the board, each has only one-half vote. This equality of representation on the Joint Board has proved satisfactory through the years, representatives of the board say.

The healthy growth of the brewery and soft drink worker locals in



SHORTLY AFTER turn of century, this beer wagon was familiar sight on Los Angeles streets. Driver is "Pop" Stoner, long-time member of Local 203, who died last Winter. When this picture was taken in 1906, Teamster Stoner was a driver for Los Angeles Brewing Co., now owned by Pabst.



LOCAL 203 MEMBER at work in the modern plant of the Los Angeles Brewing Co.

California is developed against a backdrop of 50 years of collective bargaining. The industry has found that the joint board operation gives a maximum of protection for union members and a maximum possibility of labor peace for the employers. There has not been a strike in the industry since the 11-month work stoppage of 1910-11 and the credit for the long period of labor peace is credited to the relationship developed between the Joint Board and the California State Brewers' Institute as representative of the employers.

CARRIED BURDEN

Leonard is executive secretary of the Joint Board and has been a leader in brewery union affairs on the coast. He credits William Ahern, secretary of Bottlers' Union No. 896, as being the "work horse" who has carried the greatest burden

for labor. He has served as secretary for 40 years.

The brewery workers in California were brought into the International Brotherhood of Teamsters in 1946 by Dave Beck and Einar Mohn, now General President and International Vice President, respectively. The arrangements on the transfer as worked out seven years ago proved the soundness of the decision to affiliate with the Teamsters, say spokesmen for the brewery workers. Since becoming affiliated the brewery workers have not lost their identity, autonomy or officers.

FUTURE BRIGHT

With a good contract and labor peace in the Golden State both brewery workers and employers look forward to continued cordial working relations as the industry and the union both show healthy expansion.

'Invasion' Attempt By CIO Repulsed

An attempt by a dual union to carve out a unit from an existing bargaining group in a California cannery failed recently when the National Labor Relations Board dismissed a United Steel Workers (CIO) petition.

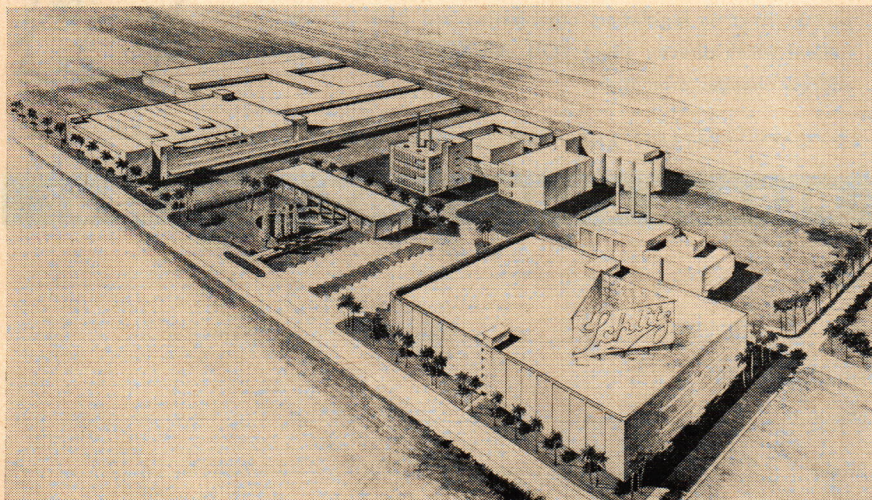
The Steel Workers sought to mould a unit of machinists and related workers at the plant of Hunt's Foods, Inc. of Haywood, Calif. The contract with employer is held by Teamster Local 768 and has been held by that local for several years.

The dual unit sought to carve out the craft unit and presented reasons why it thought such a petition should prevail. Hearings were held in the matter and ultimately the case went to Washington to the full National Labor Relations Board. On May 28, the NLRB made its decision and dismissed the USW petition.

The attempt of the Steel Workers is another effort of an outside labor organization trying to "muscle in" on a situation in which Teamster representation has proved satisfactory to the workers. In the last two years other efforts were made to carve out units and cannery workers as represented by the Teamsters successfully withstood assaults via the election route. In one case a CIO union sought to carve out a unit and in another case an American Federation of Labor union likewise sought to represent some of the workers. In both cases the contests resulted in complete victories for the Teamsters.

Teamster officials have said, in commenting on this case, that the election choices of Local 768 workers represent votes of confidence in the service of the International Brotherhood of Teamsters.

During the various controversies which have ensued in past years as other unions attempted to "invade" the jurisdiction of cannery local members, the local union has enjoyed the unqualified support of the Western Conference of Teamsters, the Western Cannery Council and the California State Cannery Council. The support given by these organizations is pointed out by Local 768 as an illustration of solidarity.



ANOTHER NEW brewery plant, being built by Schlitz, in California.

'DRIVER OF YEAR' LAUDED FOR HEROISM

S. R. (Pat) Burkholder of Teamsters Local 533, Reno, Nev., didn't drive to Washington, D. C., this month to collect his "Driver of the Year" award. He won the trip, among other prizes, for himself and wife because of his phenomenal record of safe driving over a 27-year period.

And another Teamster, John A. Jacobs, 57, of Racine, Wis., Teamsters Local 43, received a runner-up award for his "no accident" record in 28 years of truck driving. Both men have acted beyond the call of duty while driving their commercial vehicles—materially aiding those less skillful than they—the ones who didn't make the turn in the road, or who hit a soft shoulder.

The awards, presented by the American Trucking Associations, were given after careful consideration of truck drivers' records by judges representing the government and the National Highway Users Conference.

"Pat," who hails from Sparks, Nev., has been driving commercial vehicles for 27 years. He's logged 1,500,000 miles without an accident—the equivalent of 150 years of average motorist driving, the Trucking Associations notes. His average mile coverage per year comes to 55,000—so he's driven about 44,000 miles more each year than the average motorist.

In selecting Burkholder for the top award, the judges emphasized that their choice had been dictated by Burkholder's extreme heroism in risking his own life while on the road.

Company records show that on one occasion this employee of the Garrett Freight Lines, Inc., was near Pocatello, Idaho, when a family of six passed him. A short while later their car collided with another car.

Burkholder was the first to arrive at the scene of the accident. He succeeded in extricating two children and a man, members of the



'PAT' BURKHOLDER

Roosa family of Woodburne, N. Y., from the wreckage before the gasoline tank of one car exploded. Already badly burned, Burkholder tried vainly to extricate the others, but the fumes overpowered him.

Four months before this accident Pat was the first at the scene of another accident involving a sailor who suffered a severe spinal injury.

Burkholder summoned an ambulance and rendered first aid. The ambulance doctor credited Burkholder's knowledge of first aid and his handling of the injured man with possibly saving the sailor's life.

A third incident occurred in October, 1951, when he helped save three persons in an accident in which three others lost their lives. First on the scene again, Burkholder administered first aid to the survivors and stood by until doctors arrived.

In 1946 Burkholder joined other truck drivers in a rescue party to save two people trapped in an automobile submerged in the Truckee River. In this incident, Burkholder contracted pneumonia from exposure.

President Eisenhower congratulated Burkholder and his wife at the White House, May 21, for outstanding services as "Driver of the Year."

Jacobs, driver for Service Transport Co., Racine, Wis., won the runner-up award with a safe-driving record of 1,600,000 miles with no chargeable accidents. He already had won the Wisconsin Motor Carriers Association State Driver of the Year award.

The Wisconsin association said of him: "He is the type of driver who epitomizes the good citizen of today — hard-working, courteous, steady, a good father, a patriot with a deep sense of duty to his country."

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Will Congress Bow to Gypsies?

Measure Now Before House Would Deny ICC Authority to Regulate Leasing, Leaving Gypsies Free to Roam Roads

GYPSY trucking with all of its sweatshop evils may get a new lease on life if a bill now before Congress is enacted.

Trip-leasing outlawed by regulation of the Interstate Commerce Commission would be preserved under authority of a bill which has been favorably reported to the floor by the House of Representatives Interstate Commerce Committee. The measure, H. R. 3203, introduced by Rep. C. A. Wolverton (R., N. J.), would deny authority to the I.C.C. to regulate the duration of truck leases and the compensation paid therefor. Five of the committee members filed a minority report.

TEAMSTERS LED FIGHT

The bill, should it pass, would virtually nullify the decision of the United States Supreme Court of January 12, 1953, which upheld the authority of the Interstate Commerce Commission to promulgate regulations governing trip-leasing. The decision of the Supreme Court concluded a long fight led by the International Brotherhood of Teamsters against the practice of short leases by truckers. The practice of leasing is largely carried out by owner-operators and has been long known as "gypsy" trucking.

The report on this bill marking the endorsement of the powerful

Interstate Commerce Committee was based on two almost sure-fire political appeals: help the farmer and help the small business man get a start.

The committee while not citing the political appeals of the favorable report did spell out the practical application of its view in these words:

"The principal purpose of this legislation is to vacate that portion of the Commission's order which prohibits leases of less than 30 days' duration, and to deny to the Commission for the future the power to

issue orders which seek to control the duration of leases of motor vehicles.

'FAVORS LEGISLATION'

"The committee strongly favors this legislation because, according to the testimony presented to it, the 30-day lease rule—

"(1) would put out of business a substantial number of truckers, largely those engaged in hauling agricultural commodities;

"(2) would thus deprive the farmers of this nation of a highly flexible motor transportation service which is available to them at the places where it is needed, both for the handling of peak loads and at other times;

"(3) would thus impair the existing means for efficient and economical distribution of livestock, fish and agricultural products, including grain and highly perishable seasonal commodities to consumers' markets; and

"(4) would in consequence have the effect of impairing the agricultural exemption provided for in section 203 (b)(6) of the interstate commerce act.

"The amended bill would also, as did the introduced bill, deny to the Commission the power to regulate the amount of the compensation to be paid by a regulated motor carrier for the use of a motor vehicle

not owned by such carrier, since through such regulation the Commission might be able in effect to abolish trip leasing."

DECISION SIDESTEPED

Thus the committee spells out exactly what it means. The decision of the Supreme Court is sidestepped by the report in the comment which says, "the decision of the Court related, of course, solely to the power of the Commission to do what it had done . . . it did not decide the question of the wisdom or desirability of the Commission's action."

The committee took a view in direct opposition to the conclusion reached by the Commission on regulation. The committee said as it saw the problem ". . . it is essentially one of imposing and enforcing adequate requirements to insure that authorized motor carriers of property are held to the same standards, and to the same degree of responsibility, in performing service with trip-leased vehicles that they must meet in performing service with their own vehicles."

The report pointed out that the Commission thought it necessary to promulgate the 30-day regulations in order to enforce compliance. The Commission had received an overwhelming body of evidence on the irresponsibility of a substantial segment of the industry before it wrote its regulations. The committee said that it thought the Commission had not made out a convincing case to support the view that strict regulations were necessary and the committee adds, one might conclude a little naively, "The committee is impressed by the fact that this stand (of the Commission) has been taken . . . without any attempt having ever been made to deal with trip-leasing problems by means of rules which fall short of abolishing trip-leasing. The Committee finds itself unable to subscribe to the defeatist attitude which has caused the Commission to decide that it must kill before it has attempted to cure."

The committee weeps copiously for the truckers it says might be put out of business were trip-leasing to be regulated by the I.C.C.

Five members of the committee would have substituted a measure

which would have denied authority to regulate the duration of a lease of a vehicle on a return movement following a movement of exempt farm commodities. This denial would be limited in application and would not completely outlaw the right of the Commission to regulate trip-leasing. The five members who took this more liberal view were Representatives T. M. Pelly (R., Wash.); Robert Crosser (D., Ohio); A. G. Klein (D., N. Y.); W. T. Granahan (D., Pa.) and L. B. Heller (D., N. Y.).

The complete denial of the right of the Commission to regulate trip-leasing is emphasized in the minority report which says:

"The affirmative grant of authority which the committee amendment purports to give to the Interstate Commerce Commission is, in reality, no grant at all. The Supreme Court of the United States and all the lower courts have held consistently that the Commission already had such authority.

"Thus . . . the bill would deprive the I.C.C. of any authority to put any time limitation whatever upon the practice of trip-leasing in the field of motor carrier operation. . . . The testimony on behalf of the Commission was to the effect that enactment of the bill will encourage a reversion to the very conditions which caused Congress to provide for regulation of motor transportation in the first place. . . ."

The minority report successfully demolished the arguments of the majority in support of the proposed legislation. The minority said that, "This apprehension of the agricultural interests could be set at rest by an amendment which we propose to offer which would amply protect the single-trip lease for a return movement following a movement of exempt products to market, and which would at the same time, leave with the Interstate Commerce Commission effective authority to regulate the duration of motor-carrier leases in general."

The hypocrisy of arguments in behalf of gypsy trucking was unmasked in the minority report:

"It should not be overlooked that the single-trip leasing practice is by no means confined to return move-

ments following haulage of exempt products to market. Such movements are but a small fraction of what is involved. Trip leasing is a nationwide practice which has given birth to the itinerant owner-truck operator—and there are several hundred thousand of such individuals—who leases himself and his vehicle for a single trip to certificated carrier for a division of the revenue and who operates under the shelter of the lessee's certificate without himself qualifying as a common carrier under the requirements of the law—and this practice extends into all fields of motor-carrier operation. Viewed realistically, what is involved is not a lease of a vehicle to supplement the equipment of an authorized carrier, but rather a lease for a single trip to an itinerant truckowner of a certificated carrier's operating authority."

"The untoward results of untrained single-trip leasing are obvious. An itinerant truckowner, seeking his livelihood, shops for a load and the coverage of a certificated carrier's certificate. He enters into no stable or enduring relationship with the authorized carrier—his undertaking begins and ends at the end of a single trip, and then he goes shopping again. He is here today and gone tomorrow and no regulatory authority can keep track of him."

The minority also drew attention to the fact that 17 states have regulations comparable to those sought by the I.C.C. and in some instances the state rules are more restrictive than are those advocated by the Commission. The states having trip-lease regulations include Arizona, Colorado, Connecticut, Florida, Georgia, Kansas, Michigan, Missouri, Nebraska, New Mexico, New York, North Carolina, Oregon, Pennsylvania, Texas, Washington, and Wisconsin.

The Interstate Commerce Committee is seeking an open rule which would mean that the bill may have a good chance to pass this session, despite the legislative logjam which is now developing in Congress. Hearings are on the docket on a bill in the Senate with hearings to be held before the Senate Interstate Commerce Committee.

Berniece Heffner In Teamster Post



MRS. HEFFNER

Berniece Heffner, for several years prominently associated with the American Federation of Government Employees, has resigned her position as Secretary-Treasurer with that organization and has become Administrative Assistant to Einar Mohn, Assistant to President Beck.

The attractive Mrs. Heffner has become well-known in AFL circles as, in her capacity of an International officer, she has attended every convention of the AFL since 1936. At each of those conclaves she has served as secretary to the Committee on State Organizations.

Mrs. Heffner first became active in labor matters when, as Assistant Regional Accountant for the Veterans' Administration in Detroit, Mich., she became a charter member of Local 138, AFGE, Detroit, when it was organized in 1933. She also served as secretary of the local before being elected as International Secretary-Treasurer. She was unanimously elected to the latter post at each of nine conventions held since her first election.

For several years she has served as the AFL member on the Youth Advisory Committee of the U. S. Department of Labor.

TOLL ROADS GET BOOSTS IN STATES

THE toll road movement has been given a boost in several states by legislative action in recent weeks.

Governor G. Mennen Williams of Michigan has signed a bill authorizing the appointment of a State Turnpike Authority. The governor in signing the measure said that the new authority would allow Michigan "to get in step with the advanced highway planning that has solved traffic problems in other progressive states through the construction of superhighways known as turnpikes or toll roads."

The law provides for the authority to be established with power to issue revenue bonds for the construction of toll roads between Detroit and Chicago and Bay City, Mich., and Toledo, Ohio. Although the new authority may study and plan toll road projects, legislative approval will be necessary before construction can actually get under way. The law would also permit the new authority to take over as a turnpike project a free road now under construction between Detroit and Toledo.

The state of Texas also recently enacted a toll road authority measure. The bill had originally provided for the creation of the Dallas-Fort Worth Turnpike Authority, but Governor Allen Shivers insisted that the powers of the new setup be widened with statewide authority in turnpike matters granted.

Under the Texas measure the governor would appoint six of the nine-member toll road authority and the remaining three would be members of the State Highway Commission. The new toll road authority would have broad powers to plan, finance and build toll road projects any place in Texas.

Revenue bonds could be issued, but under the law these bonds could

never become a charge of the state. The road projects, however, once they are paid for become free highways and revert to the state. Top priority under the act is given the \$30,000,000 Dallas-Fort Worth pike.

Lynn Local Has New Home

The more than 1,180 members of Teamsters Local 42 in Lynn, Mass., have a right to be proud of their new headquarters. Officers of the local joined with representatives of management, city and state dignitaries and the clergy in a dedication ceremony of the new building May 20.

William A. Nealey, secretary-treasurer, reports that the new modernistic structure was initiated impressively during an all-day open house for members, city dignitaries and other well-wishers.

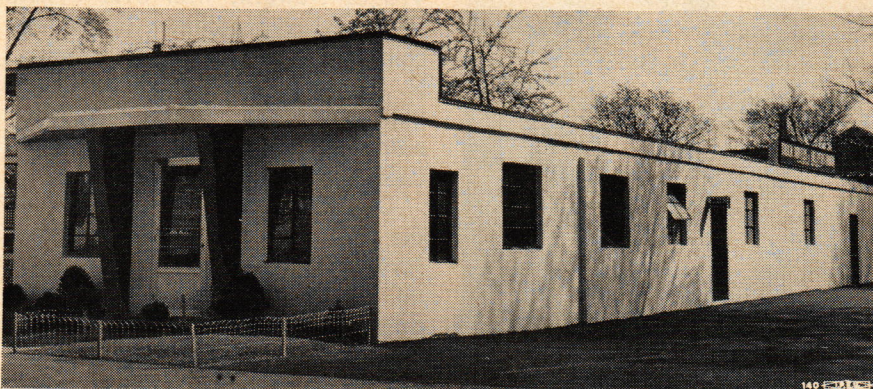
A two-hour program featured prominent speakers, including the city's mayor, Arthur J. Frawley, Mr. Nealey and Nicholas P. Morrissey, general organizer for the Teamsters.

A "\$200 million question" is before the new Wisconsin Turnpike Commission in the matter of constructing a toll road across Wisconsin. Governor Walter J. Kohler recently named five members to the Wisconsin Turnpike Commission. The new body will conduct an engineering study to determine the wisdom of building a turnpike from the Illinois-Wisconsin state line to the Minnesota border near Hudson, Wis. This proposed route would parallel Highway 12. The problem of building a toll road has been called by the governor the "\$200 million question."

Rev. Fr. O'Kane, pastor of St. Pius Parish, noted that labor could trace its history back to the Epistle of St. Paul when the situation was one of "master and servant."

The new building, a structure of California style, was designed by Melvin Coombs. It consists of three offices, an executive board room and conference room, besides an airy meeting hall with seating for about 250 people.

Listed among the guests were the following: Vice President of the local and Mrs. Emile Gagnon, Recording Secretary Mrs. William Brookes, Business Agent Mrs. George S. Stone, Senator and Mrs. Charles V. Hogan, Margaret Kirchue, secretary and hostess, and Local President John Williams.



NEW HEADQUARTERS of Local 42, Lynn, Mass., dedicated May 20 show a side view of the building and part of the ample parking space. William A. Nealey, secretary-treasurer, who presided over the dedication ceremonies, reports the new home consists of three offices, an executive board room and a large meeting hall.

TEAMSTER TOPICS

Teamster Novelist

A 500-page World War II novel by a Teamster is being tabbed for best seller success.

BATTLE CRY, story of Marines in combat, is the work of Brother Leon Uris, a member of Newspaper Drivers' Local 921, San Francisco. The book was published by G. P. Putnam. It has been classed by critics with such important World War II novels as THE CAINE MUTINY, THE NAKED AND THE DEAD and FROM HERE TO ETERNITY.

Uris quit high school at 17 to join the Marines a month after Pearl Harbor. He was in action at Guadalcanal and Tarawa. After the war, he settled in San Francisco with his wife, a former Marine sergeant, and went to work as a circulation driver in the home delivery department of the *Call-Bulletin*.

Three years of after-hours work and days off went into writing of BATTLE CRY. Uris says the financial security he enjoyed through a union contract enabled him to complete his book, free from money worries.

BATTLE CRY takes a squad of men from boot camp through several campaigns in the Pacific, with the

climax set on Red Beach One on Saipan.

G. P. Putnam is putting on a large-scale national promotion campaign for BATTLE CRY, evidence that the publishers feel it is among the great books of World War II.

Bright Future

That the Teamsters Union will reach 2 million members by 1960 is the prediction of Sumner Slichter, professor at Harvard University, and one of the country's top economists.

At a conference on labor relations at the Wharton School, University of Pennsylvania, April 10, 1953, Professor Slichter said, "The one large union which is in a good position to expand in the great unorganized parts of industry is the Teamsters' Union."

"Within a decade, I should expect the teamsters to be by far the largest organization in the American trade union movement," the Professor said.

"In addition to making big gains in the distributive and service industries, the Teamsters may take over a considerable proportion of the workers on the waterfront," Slichter predicts.

Teamster Is Mayor

Running independently and on a platform of local government reform, Leo P. Carlin, president of Local 478 of Newark, won over a field of 25 other candidates in the city commission election in Newark, N. J. Carlin, who polled the highest vote of 66,356, was subsequently named mayor by the four other successful candidates.

Carlin is the first Teamster to gain the post of chief executive of New Jersey's largest city. At the age of 44, he also is the city's youngest mayor. Carlin's total vote was 13,000 more than he received four years ago when he made his initial try for a post in the city government. He finished fourth four years ago.

Carlin's candidacy for reelection

had the blanket support of the city's daily newspapers, an innovation in itself as far as a labor leader is concerned. He got that support on his



CARLIN

record in office and on his campaign platform to elect a charter commission under state legislation to improve Newark's government, i.e., change from city commission to

some more efficient form.

Carlin has been president of Local 478 20 years, taking over the presidency at the age of 23.

A Democrat, Carlin became active in politics in 1934 and a year later was elected an assemblyman from Essex County (the state's largest) to the state legislature in Trenton. Before making his bid for city commission he served more than four years as a member of Newark's board of education. He was the president of the board for a year.

Teamster Saves Tot

Little five-year-old Helen Edwards of Deer Lodge, Mont., is alive today because of a Teamster. He is Myrel P. Roatch, of Local 370 and truck driver for the Deer Lodge Lumber Company and the father of four young children himself.

The story of Roatch's heroism is receiving nation-wide attention as the Royal Order of Moose Deer Lodge No. 533 selected him as the most outstanding member of their community.

Harry L. Blodgett, governor of the Order, wrote Mr. Roatch as follows:

"A child's life was saved by your quick thinking. In acting in the manner that you did, you alone are responsible for the happy years which lie ahead of this child. Cer-



NOVELIST URIS

tainly the community of Deer Lodge, as well as the parents of Helen Edwards, has every reason to point to you as having performed the most valuable act imaginable—that of saving a human life.”

The incident occurred at the Deer Lodge City Trailer court located near the lumber company yard office. Little Helen and her friends were playing with paper cups and plates and proceeded to build a fire in one of the plates. The little girl's dress caught fire and in panic she began to run toward her home.

Roatch, who was in the office at the time, vaulted a 15 foot bank between him and flaming girl and as she paused in her terror he was able to grab her.

“When I grabbed her I pulled her into a mudhole and dropped upon her, which put out the fire. I jerked out my knife,” Roatch explained, “and cut the rest of the clothes remaining on her off, and carried her into her trailer home and wrapped her in a baby blanket. . . .” The little girl recovered after a stay in the hospital from January 23 until February 16.

Students Hear Kaplan

Students at Cornell University, who attended a conference on labor relations May 22 and 23, had a chance to hear the Teamsters' David Kaplan.

Kaplan was one of a number of union research directors and officials who addressed the New York State School of Industrial and Labor Relations Conference. Topic of the conference was “Union Wage Bargaining Problems.”

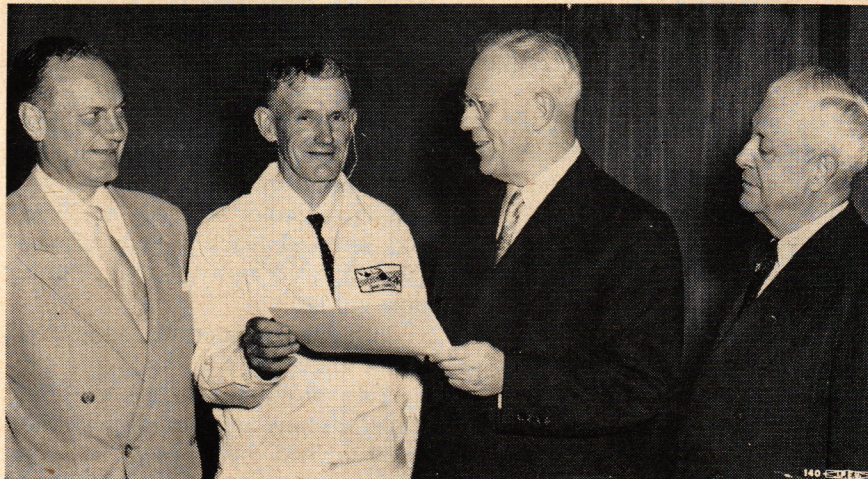
Inflation

What would you say is a “picayunish” sum to spend on public relations by a \$40 billion industry?

Thomas J. Deegan, Jr., head of the public relations committee for 31 eastern railroads, gave his answer recently when testifying in a pre-trial hearing in the anti-trust suit brought by Pennsylvania truckers against the railroads and Carl Byoir and Associates.

Deegan said the railroads pay Byoir \$1,000,000 a year as a fee for a general public relations program—a “picayunish” sum.

Dairy Driver's Record Hailed



TEAMSTER ARTHUR H. MUGFORD of Sacramento, Calif., shows his 35-year safe driving certificate to Gov. Earl Warren (second from right) and J. R. Little (far right), president of Golden States Co., Ltd., the dairy firm which employs Mugford. The presentation was made by Frank Enos (left), secretary-manager of the Sacramento Safety Council. Earlier, Mugford received other awards for his unique driving record, including a gold watch, an extra week's vacation, and a bonus check. The California Teamster has been driving for 46 years, beginning at the age of 12 as navigator of a “jerk-line team” consisting of eight mules.

Welfare Plan Pays

The six-month-old health and welfare plan of Local Union 744, Beverage Drivers, Chicago, Ill., has paid its first double-indemnity claim—a \$6,000 check to the wife of a Teamster killed by a passing car while polishing his own auto.

Payment was made to Mrs. Olga Kowalczyk, widow of Brother Peter Kowalczyk, a beverage driver in Chicago for 10 years. The check was presented by Local President Ray Schoessling, co-chairman of

the welfare plan's board of trustees.

Mrs. Kowalczyk said she would use the money for education of her daughters, Leonore, 11, and Barbara, 10.

Since the plan was inaugurated January 1, death benefit payments have totaled \$21,000 and more than \$30,000 has been paid in sickness and accident benefits and hospitalization.

The health and welfare fund is financed solely by employer contributions.

Rochester Teamsters Cop Bowling Honors



TOPS IN BOWLING—Winners in the Local 398 Bowling League, Rochester N. Y., are shown with Business Manager Anthony A. Capone (extreme right). Local 398 includes Ice, Oil, Construction and Supply Drivers. Left to right: Leonard Yawman, league secretary; William Leonard; Sam Chiappone, William Knapp, Lawrence Knapp, Louis Knapp and Business Manager Capone. This is the fifth year of Local 398's bowling league.

Truck Check

(Continued from page 4)

unions directing them to obtain from truck drivers answers to two questions:

Have you ever been checked by an Interstate Commerce Commission inspector?

If so, when?

These answers will be used to supplement the data which is being gathered in Washington, D. C., on the work of the I.C.C. in the motor transport field. The International Brotherhood of Teamsters is on record as demanding better enforcement of safety and hours regulations by the I.C.C. and the field reports together with economic and statistical data collected by Washington, D. C. research experts will help make a strong case for better regulation of the motor truck industry, in the opinion of the General President.

The National Over-the-Road policy committee recommended that the literature and items in the checking kit as used last year be duplicated for 1953 and the Trade Division in its full-scale meeting in Chicago in late April approved the recommendation. The only change made in the items from those used last year was in the color scheme—the 1953 was red and black on communications and red and yellow on the report cards.

Three new items were added, not to the checking kits, but to the educational program of the union. The small display announcement which hitherto had been used in labor papers only were made available to general newspapers. Newspaper mats and reproduction proofs were sent to local unions with information as to how these might be placed.

Teamster local unions were also furnished red-white-and blue en-

velope stickers for affixing to outgoing mail and packages. These small stickers said "Remember—1953 Teamster Truck Check—June 14-19." These were sent out by the thousands to locals throughout the country and added to the general reminders of the annual truck check.

A third item used this year marked an innovation in the publicity and communications program of the Teamsters. Radio spot announcements were made up and sent to selected centers which were able to place these announcements on the air as preliminary to and during the annual truck check.

The 1953 check thus had a three-fold purpose: to continue the checking campaign as an organization measure; to obtain supporting information for a study of the work of the I.C.C. and to broaden the general public information and educational aspects of the campaign.

SEATTLE TAXI TESTS WIN UNION PRAISE

ONE of the first cities to enact an ordinance governing taxicabs, Seattle, Wash., has scored another "first" in the field of testing taxi meters.

A meter-testing station, set up with funds appropriated by the city council, is in streamlined operation today. A full check on cab and driver can be completed in about 15 minutes.

The station checks meters for

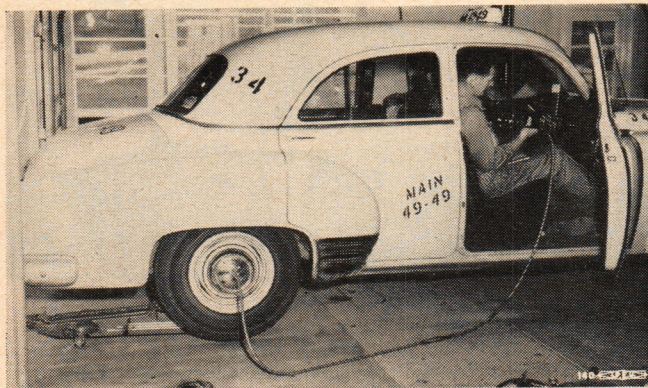
mileage and time and checks units, extras, live and dead mileage. Meters must register within 20 feet to the mile, or they are condemned. The check also shows the size and factory number of each tire on a cab. The vehicle's state and city licenses are recorded, the drivers licenses recorded, and the cab is checked for a photo of the operator. Inspectors also see if the cab is displaying proper rate schedules

set by the council. All this is accomplished in the 15-minute testing period.

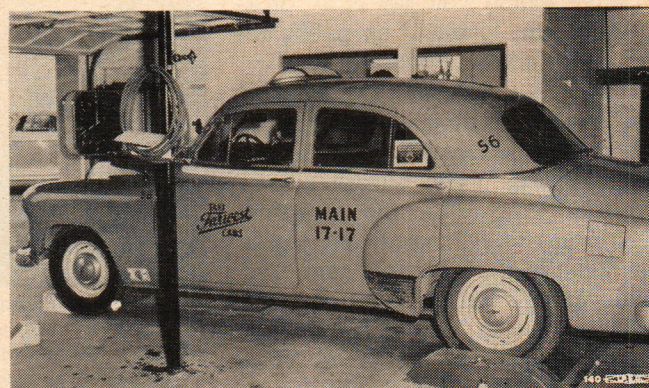
Action of the Seattle Council in setting up the testing station has won praise from the city's Teamsters.

"Much credit is due the Seattle City Council and the city license department for this new project," commented B. I. Bowen, secretary-treasurer of Local 465. "They have both been very cooperative with our City Taxicab Drivers Local 465.

"As a result of fine cooperation by the police, the license department, the city council and the union, a near-perfect ordinance is in operation."



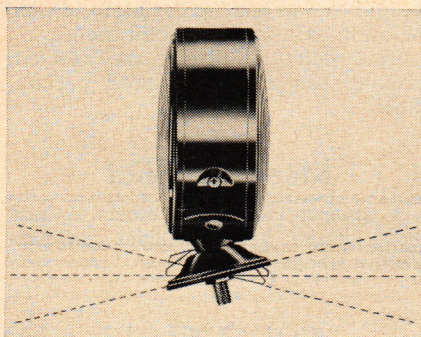
TESTING meter operation by hub cap method.



MAKING accuracy test by the roller method.

WHAT'S NEW?

Signal Lamps Feature Swivel



A Norwalk, Conn., firm is now marketing thin, directional signal lamps, featuring lucite lenses and swivel bases that permit mounting the lamps at a point either in front or behind the highest curved surface of the fenders. At the lamps' bases is a ball-socket arrangement to allow the head to be fixed parallel to the road even when the base is mounted at an angle. The need for reflectors is said to be eliminated by the use of lucite lenses.

Record Holder to Preserve Certificates

A new insight record holder with a patented locking device is now available for preventing loss of registration certificates. The item from a New York firm has top and bottom covers (5½ by 6½ in.) of a heavy material enclosing extra heavy transparent envelopes, holding from one to four certificates, depending on size. The whole unit is secured by two locking devices which cannot be taken apart without a special key. The book can accommodate as many envelopes as you may require, depending on the number of states traveled, and a special envelope is provided for an inspection record.

New Shades of Anti-Rust Paint

A Cleveland manufacturer's line of anti-rust paints has been recently expanded and now includes red, gray and green in addition to the standard black, aluminum and clear. These new colors, like the standard shades, can be applied

right over the rust without wire brushing, scraping or sandblasting.

Writing with Pressure On Labeling Tape

A new, pressure-sensitive, plastic labeling tape that sticks without moistening to any dry, smooth and reasonably clean surface is now available. All that is needed for writing on the tape is a sharp point—no pen, pencil or crayon are necessary. Merely the pressure of the writing instrument causes the writing to appear beneath the tape's protective outer coat.

New Tool for Carbon Removal

A new invention from a California manufacturer for removing caked-on carbon will be introduced this year.

The set consists of three units, a chipper, scraper and a pick to each of which power is applied by fitting its drive-shaft into a quarter inch portable electric hand drill with a speed of 1,500 rpm or faster. Caked-on carbon, weld-slag, etc., are removed from standard engine blocks and heads and other hard metal surfaces by the chipper; for lighter action use in removing caked-on carbon from aluminum heads and other soft metals, and

for removing light coats of rust, paint, etc., from any metal, the scraper is employed; the pick is for removing caked-on carbon from valve ports and other recessed, hard-to-reach places.

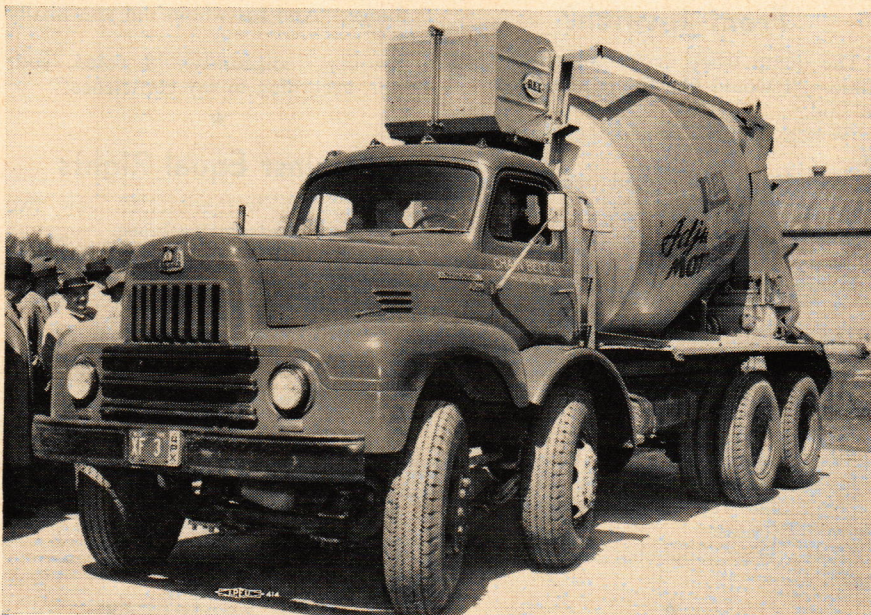
No Scored Studs With New Remover

A new stud-puller and chuck is claimed not to score or mark stud bolts but to leave them clean for reuse. The all-purpose, keyless, automatic unit is adaptable to drilling machines and does drill press work as well as being especially valuable in stud extracting and setting. Made of fine quality steel, it has a dead center pull.

Cleaner Applied By Spray Gun

A patented industrial cleaner is being marketed to remove oil, grease, dirt, dye, ink, wax, gums, light carbon, cutting soap, etc., that is applied by a hand-sized pressure spray gun. The cleaner is merely sprayed on, and wiped off to do the job, says the manufacturer. Air pressure from any source can be used to charge the gun which holds enough cleaner for several hours of average cleaning and which can be refilled in a few seconds.

Four-Wheel Steering



INCREASED SAFETY is claimed for this newly-developed truck with four-wheel steering. Four-wheel steering also makes possible greater payloads, according to the inventor. The heavy-duty four-wheel assembly will fit any truck and convert it into a carrier capable of a 30 per cent heavier load, the maker says. The conversion axle puts more weight on the front end of the truck enabling it to stay within state laws on load limits. The dual tandem steering wheels also are considered a safety improvement for semi-trailer tractors, providing protection against jack-knifing and giving added braking power.

Wide World.

LAUGH LOAD

"Silly Question . . . etc."

The local driver had a delivery to make far out in the suburbs, over bad roads, and was busy digging out with a spade when the supervisor drove by.

"Ha! Stuck in the mud, eh?" he inquired.

"Oh, no," replied the busy Teamster. "My engine died and I'm digging a grave for it."

★

Germes On The Run

"It is true," said the famed specialist, "that exercise kills germs. However, up to the present time, we have been unable to discover how to make them exercise."

★

Sheer Nonsense

"I would like some union-made hosiery for my wife," said the good union man to the lovely union clerk.

"Yes, sir," she replied. "Sheer?"

"Oh, no. She's at home."

★

From Ipswich?

The dump truck driver went into the clinic. "I would like to see the doctor," he said.

"Which doctor?" asked the receptionist.

"Whassamatter?" asked the dumpie. "Do I look like a heathen?"

★

Gallantry in Action

The warehouseman took his girl to the movies. Suddenly he turned to her and said: "Can you see all right?"

She nodded, "Yes."

"Is your seat comfortable?"

"Very," she smiled.

"Is there a draft on you?"

"No," she replied, overwhelmed by his attentiveness.

"Fine. How about changing seats with me?"

★

The Band Played On!

The dispatcher couldn't attend the Beer Drivers' Annual Ball. So the next day he called up the party chairman. "How was your party last night?"

Voice on the phone: "We're having a wonderful time!"

Drove Him Loco

"Whar ya from, stranger?"

"Cross Forks, Ohio."

"Cross Forks? Izzat one of those hick towns where everybody goes down to meet the train?"

"Train?"

★

A Dish-Jockey, Maybe?

Told by an over-the-road driver: "The food at the roadside cafe was good but the music was so bad that when a waitress dropped a tray of dishes everybody got up and started dancing."

★

Horrible Possibility

"Why won't you marry me?" asked the fuel oil driver. "There isn't anyone else, is there?"

"Oh, heavens!" she cried. "There must be!"

★

Always Late

"Say, you've really got the latest thing in stenographers."

"She is certainly that. She never gets here 'till ten."

★

Strong Conscience!

Judge (during an inquiry into a case of alleged bribery)—"You say you received \$25 to vote Republican, and also received \$25 to vote Democratic?"

Smokey: "Yes, your honor."

Judge: "And for whom did you finally vote?"

Smokey (indignantly): "I voted, your honor, according to my conscience!"

★

Against Equal Rights

Two young warehousemen saw two pretty girls meet and embrace.

Said one: "That's what's wrong with the country."

"What do you mean?" asked his friend.

"Women doing men's work."

★

The Bald Truth

Doctor (after examining patient): "I don't like the looks of your husband, Mrs. Cardany."

Mrs. Cardany: "I don't either, Doctor, but he's so kind to the children."

★

Life Sentences

The warden of a prison was escorting a party of visitors through the institution. They passed a room where two women were sewing. "My, what hard-looking women," said one of the visitors. "What are they in for?"

With ice in his voice the warden replied: "They are here because they have

no other home. This is our private living room and these are my wife and mother-in-law."

★

To The Point

Sally: "Papa, there was a man here to see you today."

Papa: "Did he have a bill?"

Sally: "Nope, just an ordinary nose like yours."

★

The Timid Soul

The aggressive wife of a meek little coal driver was hauling her husband over the coals. He sat in dejected silence.

"And don't sit there," she shouted, "making fists at me in your pockets, either."

★

Meaty Subject

A gossip talks about others, a bore about himself, and a brilliant conversationalist about you.

★

Out of Touch

"How are you this mornin'?"

"Fine."

"Well, you ought to notify your face."

★

Real Sacrifice

A lazy man is willing to do all the labor saving for the family.

★

Obliging

The hunter came panting up to one of the party. "Just met a great big bear in the woods," he said breathlessly.

"Good," said the other. "Did you give him both barrels?"

The hunter wiped his perspiring brow. "Both barrels?" he returned, "I gave him the whole gun."

★

Forget Home Work

Wife—I went to cooking school before I got married.

Hubby—What did you do there, play bridge?"

★

No Quarter

"There are three kinds of marriage—trial, companionate and fight-to-the-finish."

★

Wall Flower

"Why didn't you dance last night?"

"I had on a rented Tuxedo."

"Well, what of it?"

"But it was rented where it would show."

FIFTY YEARS AGO *in our Magazine*

(From *Teamsters' Magazine*, July, 1903)

The time was drawing near when an event of tremendous importance to all organized Teamsters was to occur.

A commission of the American Federation of Labor had been working for some time to bring about an amalgamation of the two major teamster organizations—the AFL Teamsters' National Union of America and the Team Drivers' Independent Union. A joint convention of the two groups was set for August 3 at Niagara Falls, N. Y. AFL Teamsters planned to go into the convention determined to unite with the independents and form a big international union.

As the time for the convention drew near, the editor of the "Journal" urged a better feeling of brotherhood between the leaders of both organizations. "When rogues fall out, honest men get their dues," said he, "but when honest working-men fall out, dishonest capital reaps the benefit."

ANOTHER PICKET LINE

A novel strike was declared at Lansford, Pa., when the men guarding houses in which cases of smallpox were confined struck for an increase in wages from \$2.50 per day to \$3.00 per day.

The men declared that they would leave their posts and allow anyone who desired to go into and come out of the quarantined houses.

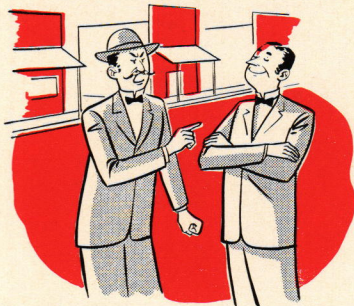
The board then called a meeting and granted the guards an increase.

SALUTE TO HUGHES

Tom Hughes, who later was to serve the International Brotherhood as secretary-treasurer for so many years, received a special salute in the July, 1903, issue of the "Journal."

At that time it was said of him:

"He is a young fellow, but Tommy is a whirlwind when it comes to lining up the Stone, Lime and Cement Teamsters."



At that time Hughes was secretary-treasurer and business agent of Local 16. He had started organizing the stone,

lime and cement drivers when the Teamsters' National Union was a young organization, and by July, 1903, his union had a membership of close to 1,000 men. Threats to throw him in the quarry or break his neck never bothered Tom Hughes, the "Journal" commented.

CENTRAL TRADES LEADERS

Local 40 of St. Louis was a booming local of the period. It was a little over a year old, had several hundred members, and two of its officers were leaders of the Central Trades Council. Thomas Walsh, secretary-treasurer of Local 40, was elected financial secretary of the CTC. M. J. Dwyer became a trustee.

THE KELLOGG STRIKE

Chicago Teamsters were being censured by Windy City newspapers for their "radical" action in ordering a sympathetic strike against the Kellogg Switchboard Company.

The national union, meanwhile, was opposing sympathetic strikes, because many such walk-outs were weakening the unions and breaching good-faith contracts with regular employers.

However, in this instance, the union's sympathies were definitely with the strikers, and a sympathetic strike was sanctioned.

"If we are taking unfair advantage of the Kellogg Company, if we are breaking a contract, they are doing worse," commented the union.

"They are using, and have been using, the powerful weapon of the employer, the injunction. It is their unfairness and most vile enemy. If permitted to live, it will crush all unions, the teamsters included. And when the Kellogg people use such a weapon, they make their fight against all unions, and it is a matter of self defense that we resist."

THE SCAB DEFINED

There is a vast difference between the scab and the mere non-unionist, said the "Journal" editor.

"Non-unionists are those workers who drudge along like 'dumb driven cattle,' taking no part in the great industrial struggles that are being waged around them, while scabs are those who take an active part in the fight against the workers of their own trade. In nearly every case the scab is like a horse in a burning stable, who not only refuses to come out but kicks and bites the brave fireman who comes to his rescue. It is for this reason

that the strike breakers had been called a moral criminal. When a body of workers is being treated with gross injustice, when their employers contemptuously refuses even to arbitrate, and when they choose to be strikers rather than slaves, the men who take their place are morally and socially guilty of a criminal act."

FINAL EDITION

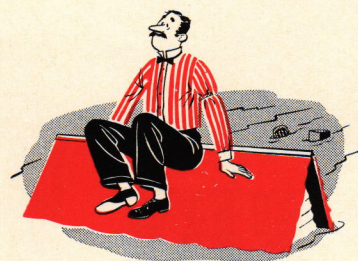
The July, 1903, edition was the last issue of the Teamsters' National Journal, official organ of the Teamsters' National Union of America.

After the big amalgamation convention in August of that year, the official publication of the new International Brotherhood of Teamsters was organized and began publication the following November.

RELIEF IN ST. LOUIS

The Mississippi went on an early summer rampage and flooded East St. Louis. Teamsters of St. Louis, across the river, quickly rushed to the rescue.

Hardly had the word been sent out that East St. Louis was in need of assistance, when a committee was appointed by the joint council to raise funds among the locals of the city. In less than four hours, \$1,000 was collected. In addition, every local resolved that it would continue to contribute money, if necessary, until every dollar in the treasury had been spent.

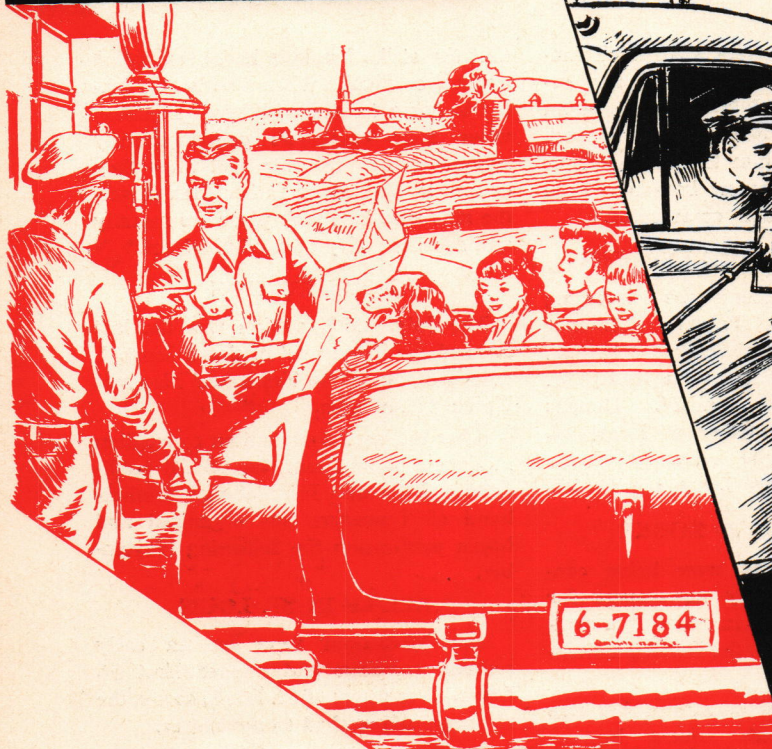


The first wagon to cross into East St. Louis during the disaster was loaded with provisions sent by the Teamsters' Union. The use of the wagon was loaned by the St. Louis Transfer Company.

While the various philanthropic and civic groups were talking about aid for the city across the river, the Teamsters were piling provisions into freight cars and sending them to their brothers in distress.

The Building Trades Council furnished clothing. St. Louis Teamsters said that they owed a debt of gratitude to the provision merchants and ice merchants of the city, as well.

ON VACATION



ON THE JOB

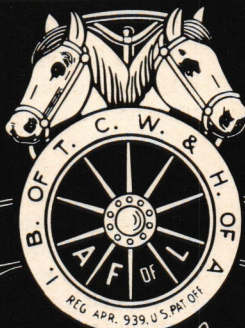


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